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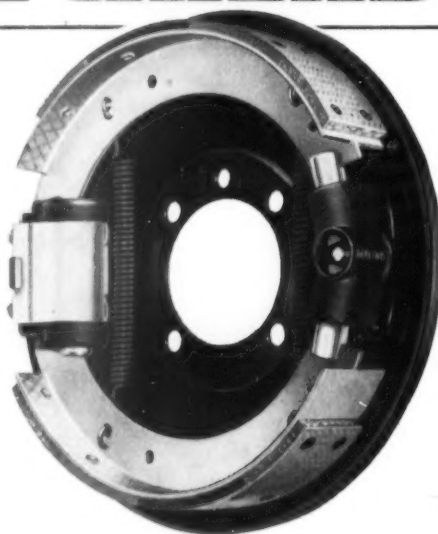
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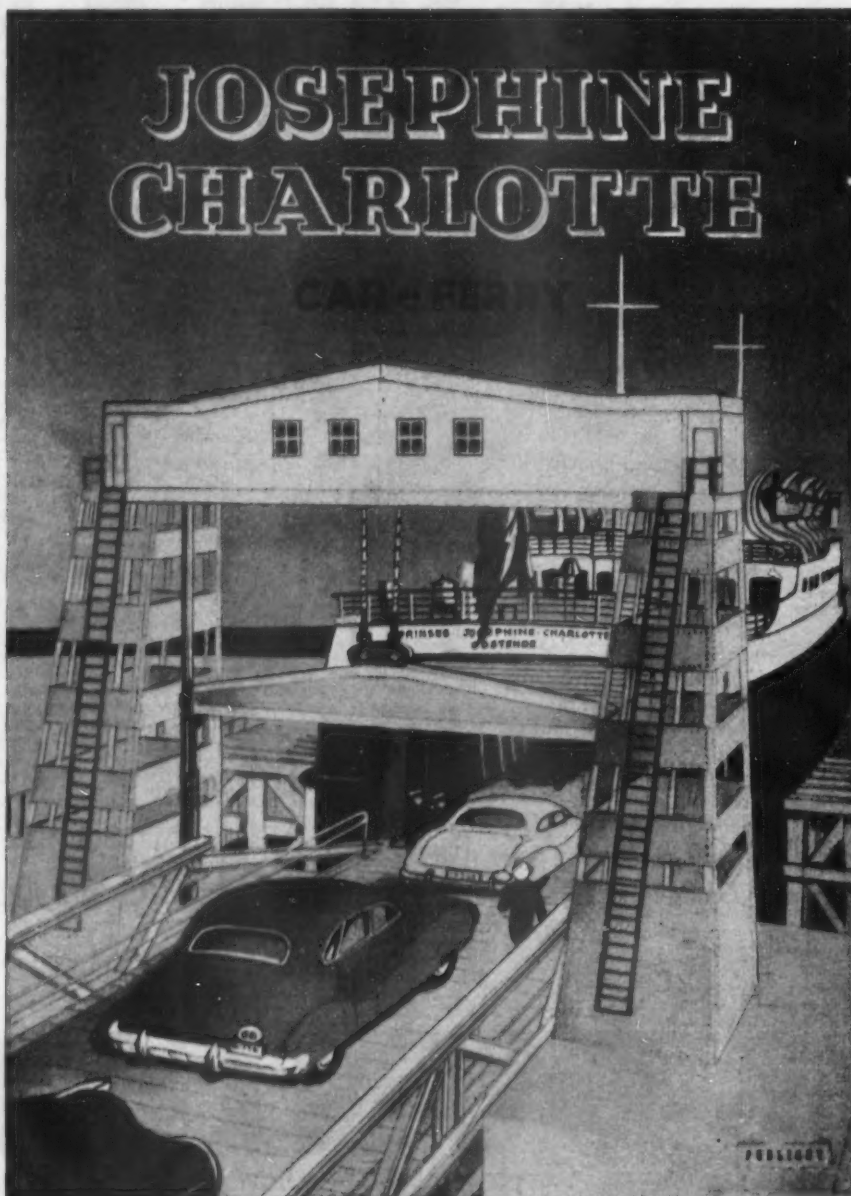
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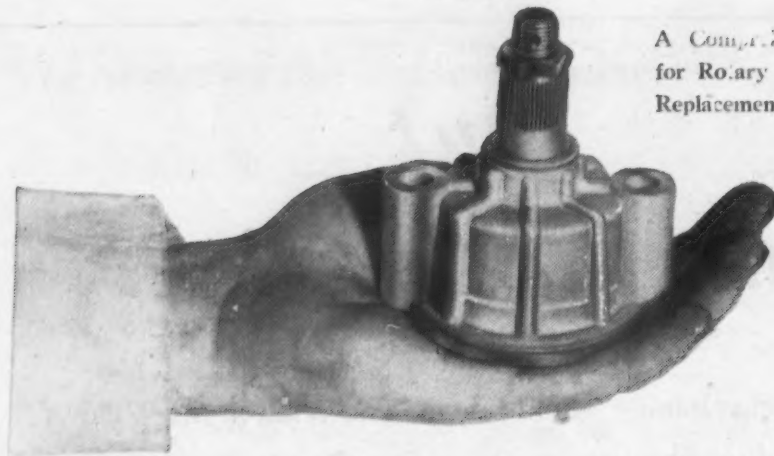
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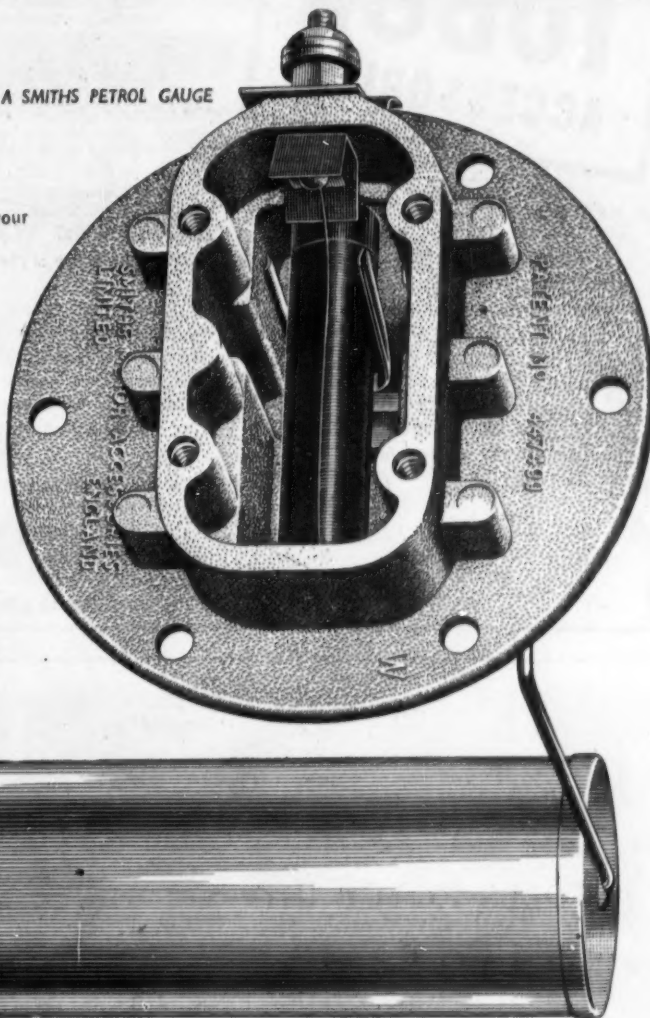
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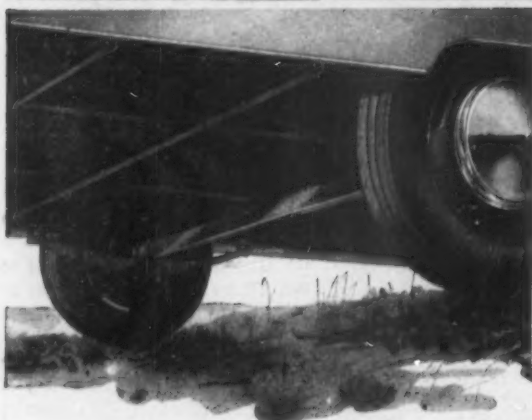
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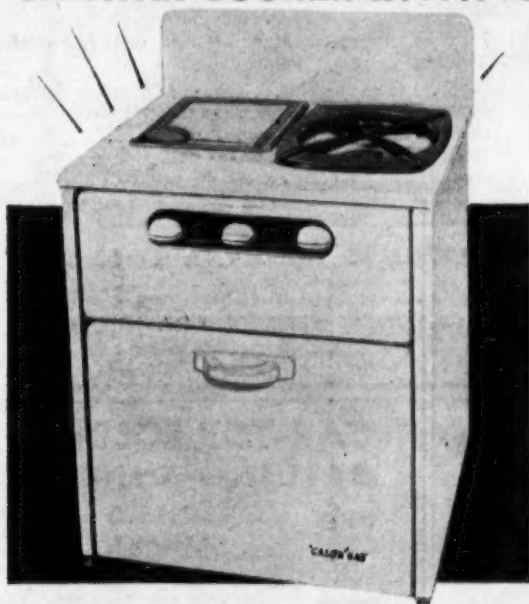
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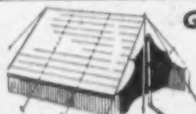
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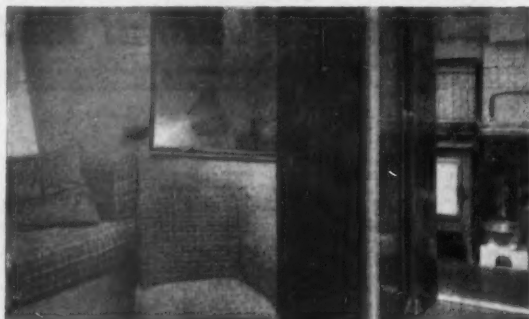


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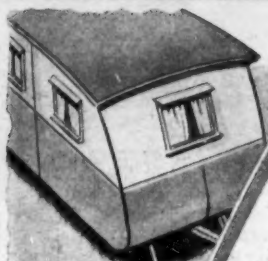
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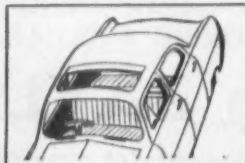
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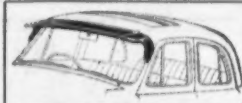


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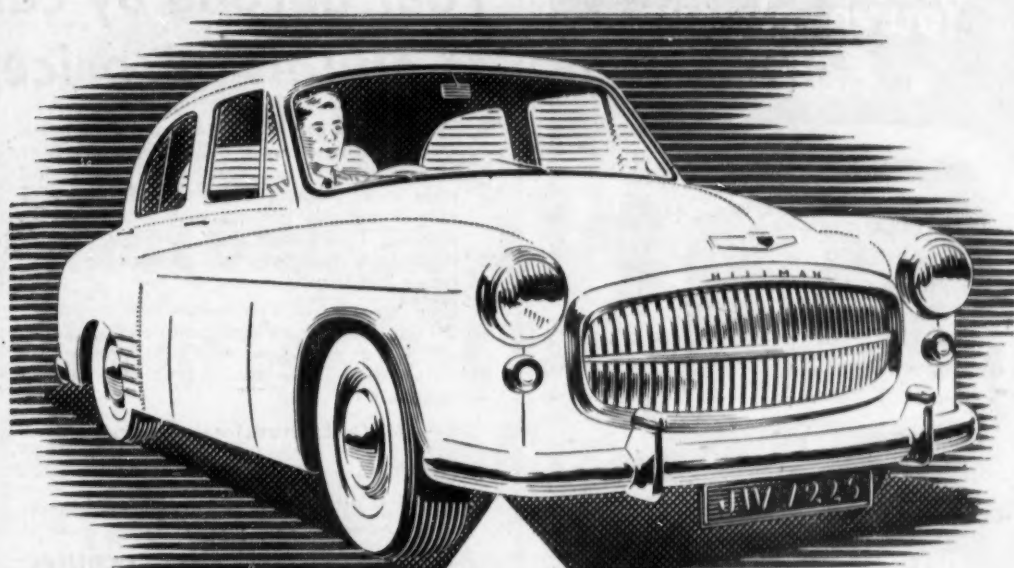
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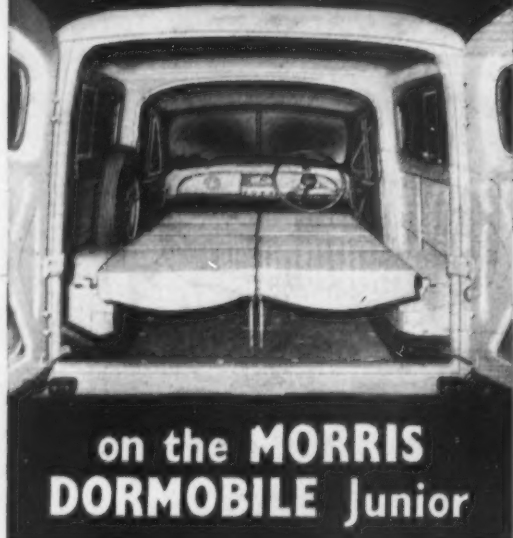


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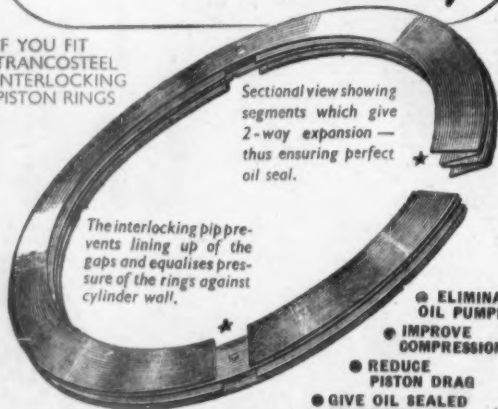
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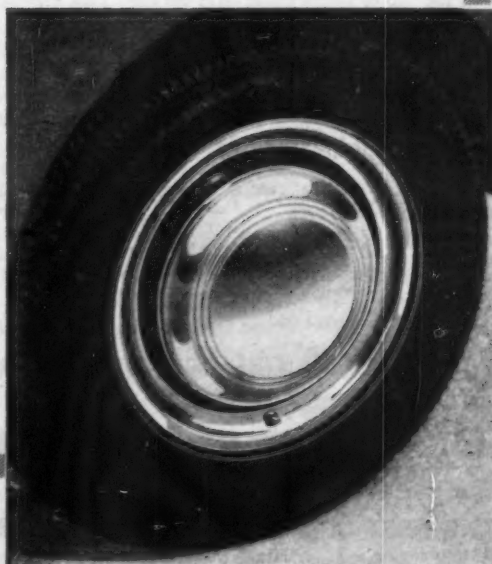


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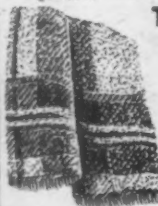
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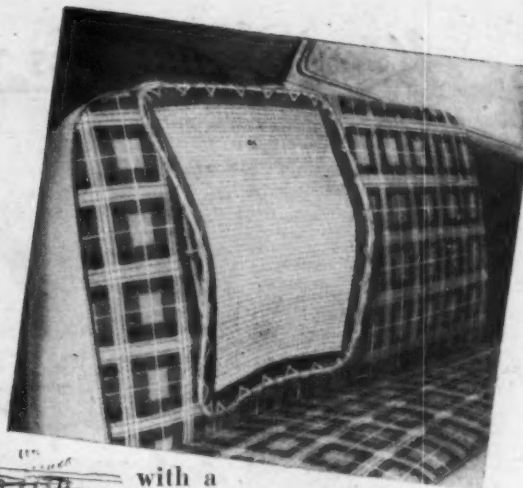
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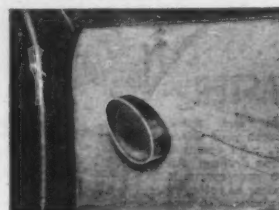
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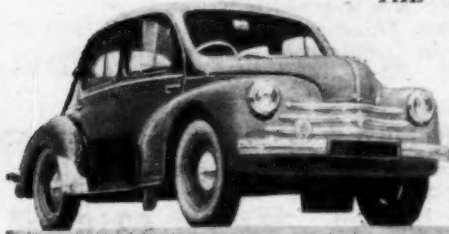
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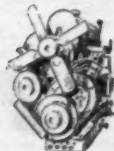
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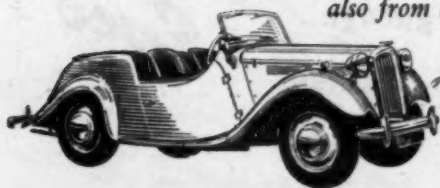


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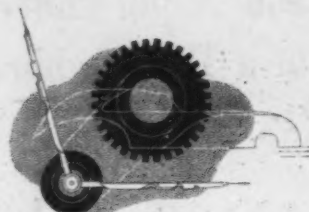
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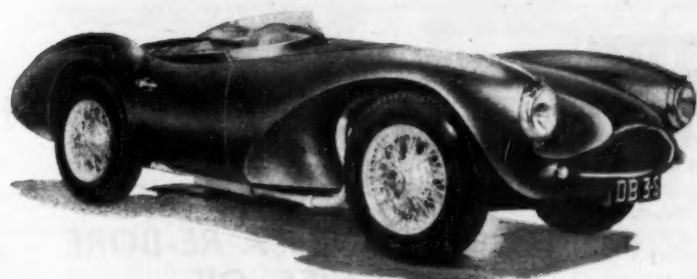
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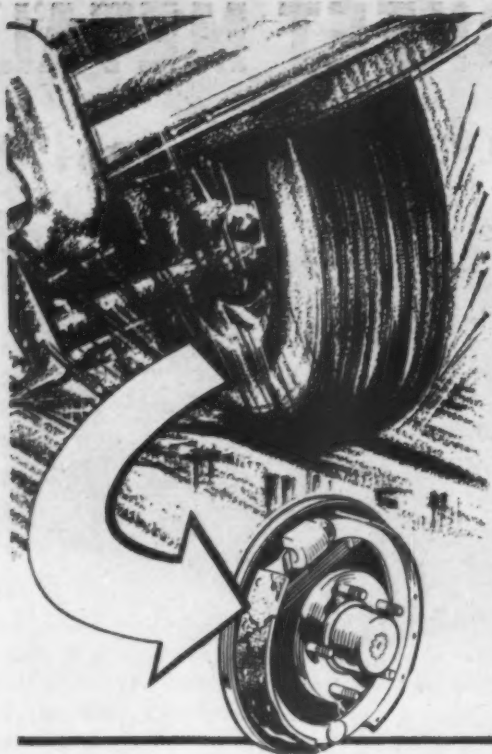
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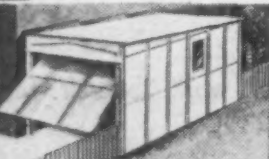
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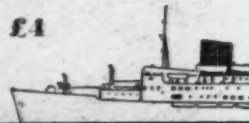
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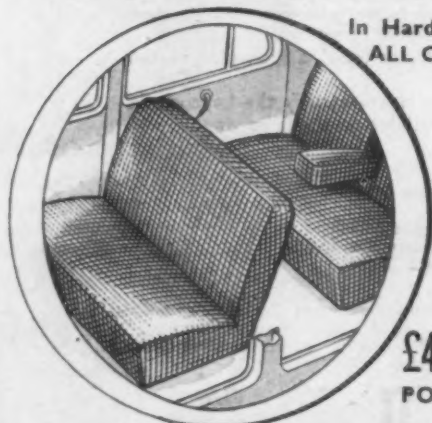
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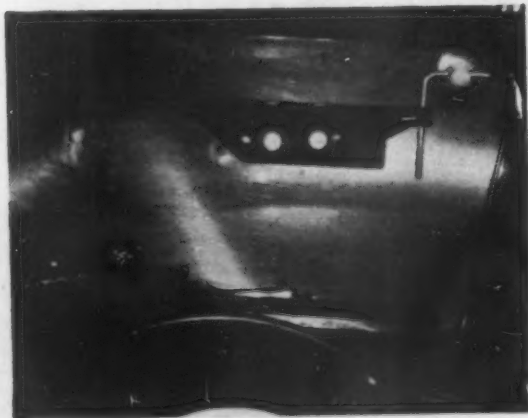


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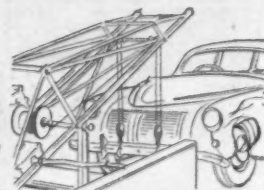
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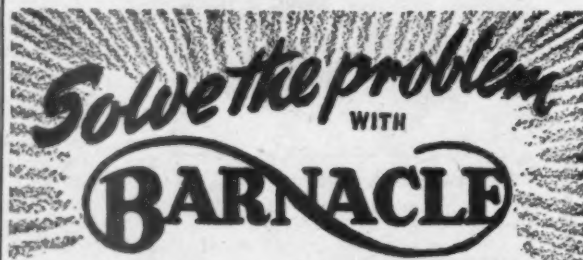
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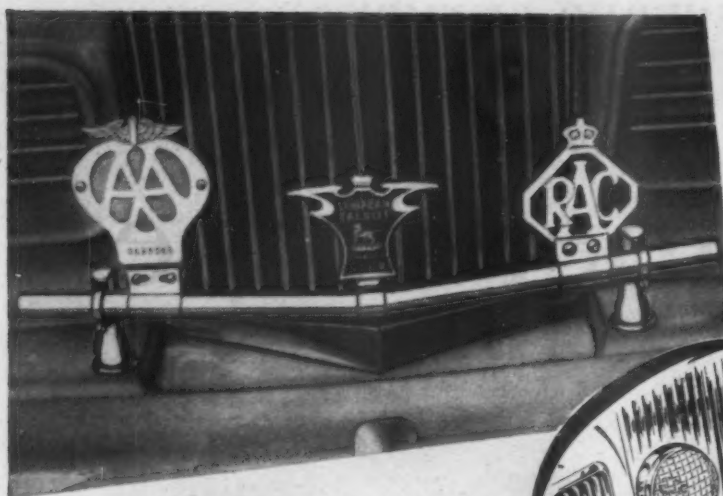
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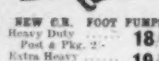
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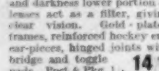
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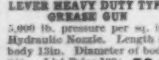
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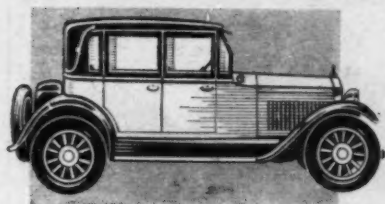
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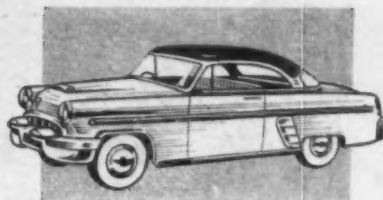
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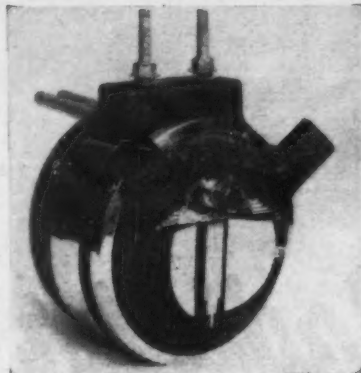
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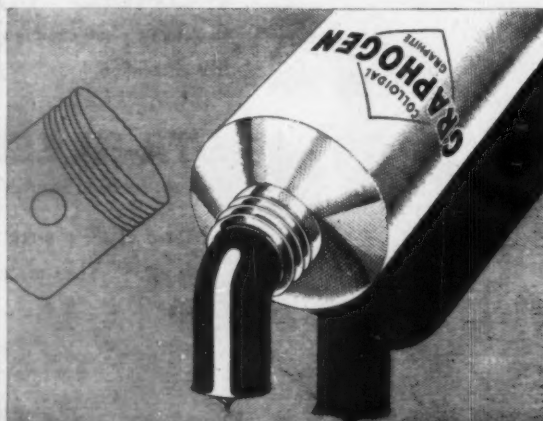
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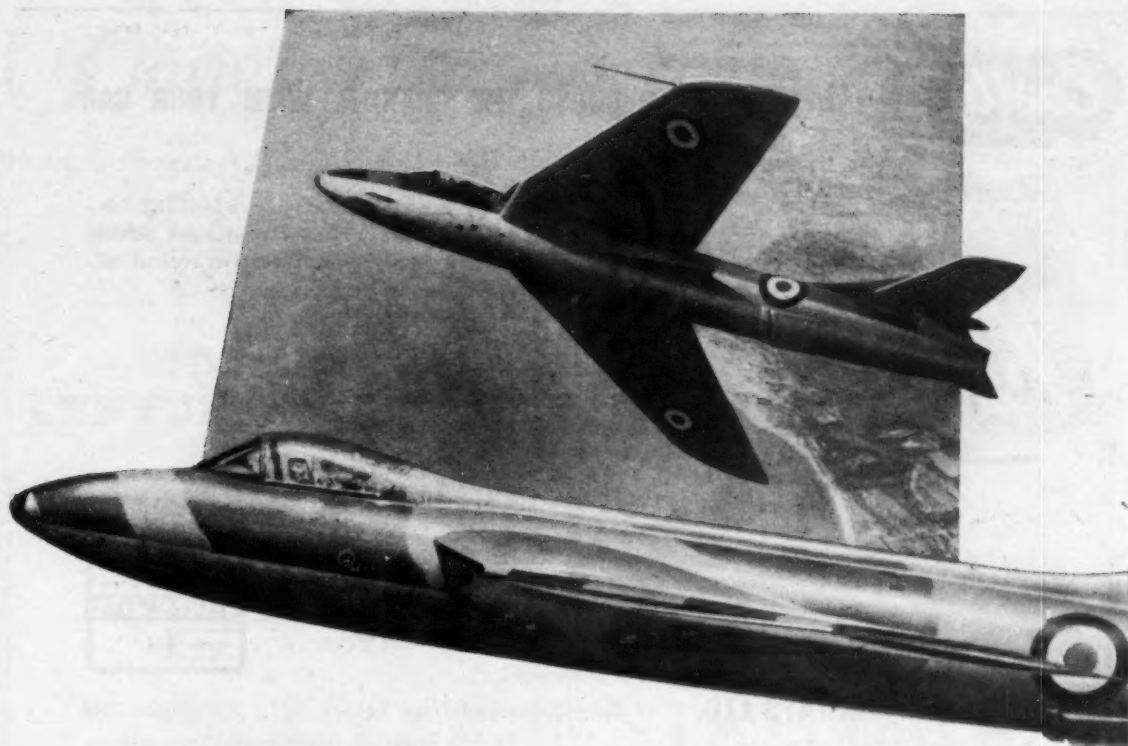


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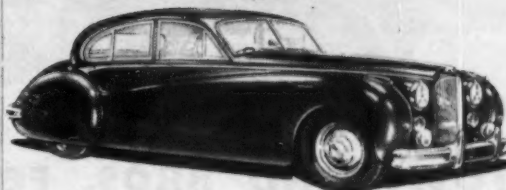
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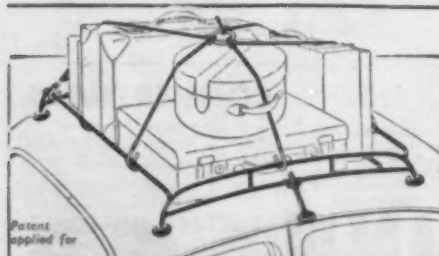
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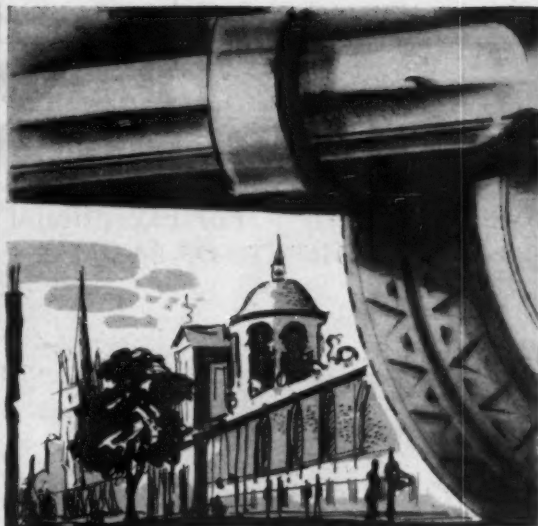
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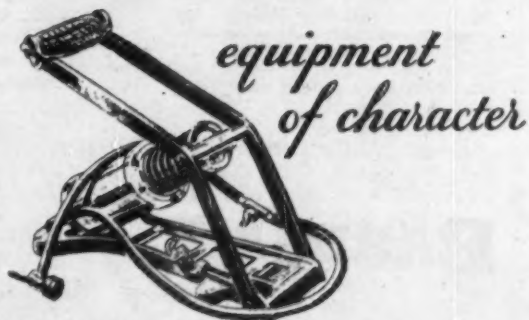
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The Magic Wand

HOWEVER many springs one has witnessed—or acknowledges, depending on age and sex of the viewer—each March brings afresh the miracle of mornings when the sun rises without a liver and the air has that piquant promise of an end to winter. The thought that such promises are almost certainly piecrust is ousted from the motorist's mind as he forgets for once his usual British phlegm and whistles snatches of "The flowers that bloom in the spring" on the way to his garage—tra-la. Or, casting his mind back to more sentimental adolescence, mutters, "Oh to be in England now that April's there": it will soon be, anyway.

Cheerfully on such a morning he takes a wash leather and rubs the windscreen; energetically he stows the rugs and picnic case, for as he polishes and packs, pictures of delights to come flash through his mind. The countryside today will be quivering enthusiastically, waiting for nature's wand to touch the impatient buds that they may burst magically out; already she will have painted Browning's "lowest boughs" with a green enamel that surely needs capturing and pinning down, butterfly fashion, in the car manufacturers' spring catalogue. And on such a day coarse primrose leaves in the peaty banks of the hazel thickets will be sheltering their charges from eager childish fingers. . . . "What are you doing, dear, waving that dipstick about like a magic wand?"

Well, spring is an excuse for anything, and if its poignancy breeds wanderlust, then the i.c. engine provides a means of satisfying it. Let us, with this special number, spare a blessing for the motoring age which has opened up so much of the country to so many people, for 50 years ago spring to the town dweller meant only a patch of sunshine on the built-up walls. Today it means leafy country lanes beyond the de-limit signs, fresh air, and above all a temporary escape from surroundings which are sometimes a drab pattern in the fabric of struggle and tension which makes up everyday life.

Back Pressure

WITH the introduction of the new small Fiat, described on a later page, the advocates of the rear engine have gained notable support. Three giant Continental manufacturers—all three, curiously enough, linked closely to the governments of the countries concerned—now have small, rear-engined cars challenging the more conventional products of Britain on the roads of the world: Renault in France, Volkswagen in Germany, and Fiat in Italy.

The advantages and disadvantages of a rear engine are well known, and the importance of the chief disadvantage is indicated by the confinement of rear engines to small cars this side of the iron curtain. Tail-heavy tendencies are less serious in their effect on the handling of a car when the wheelbase is short and the power moderate. The Czechoslovak Tatra and the German Grand Prix Auto Union of before the war afforded many instances in and out of the public eye of the tricky nature of rear engine handling at higher powers and speeds. There are, however, many sporting drivers who have made a virtue of the tendency to oversteer which rear-engined cars usually exhibit, and to follow a Porsche (a Volkswagen development) or a Renault down a mountain when such a driver is at the wheel is to realize how this wilful insistence on taking a shorter course round a corner than the driver intends can be made to serve the ends of speed. But nerves must be strong and the fact that rear-end skidding is kept under control does not nullify its betrayal of directional instability. At normal speeds and in the hands of touring motorists contemporary rear-engined cars exhibit no more vices than their fellows and the time may have arrived when the British industry should show more interest in this weight-saving and room-promoting positioning of the engine.

One drawback of this engine position is peculiarly evident in dusty territories, because it is not possible to seal an engine compartment owing to the necessity for cooling. Yet the rear position is specially dusty.



When adjusting valve tappets to the correct clearance, use a spanner that is a good fit on the tappet screw lock nut

SPRING CLEANING

OVERHAULING THE CAR FOR THE NEW TOURING SEASON

By CHARLES HAYWOOD

THERE are many types of motorist, and amongst them are the car owners who do the necessary maintenance themselves—because they like to. There is also the owner who prefers to do the work himself for financial reasons. The advice contained in this article is primarily addressed to motorists in the latter category. Good as instruction books are, they do not contain many of the hints and tips which can make work of this nature a little easier and more pleasant. Unless major work such as a gear box overhaul is intended, there is no reason why preparation of the car for the coming season's motoring should keep it off the road for more than twenty-four hours at any one time.

A quite extensive overhaul programme can be carried out without losing use of the vehicle, but to achieve this, some planning is necessary before starting to spread everything over the garage floor! The first thing is to decide exactly what the extent of the work is to be, and this can be governed by the owner's knowledge of the car's performance. If the engine is smoking badly, and will only just gasp its way to the office in the morning, then one can usually assume that something more drastic than a spring clean is required, and the local garage should be consulted.

I believe in preventive maintenance. If done correctly this can be a strong deterrent to large overhaul bills. The first thing to do is to assemble equipment, lubricants, tools and spares. These can be listed briefly: overalls (or a cast-off suit); a supply of dust-free rags; saw-dust,

some small boxes or gallon oil tins with one side cut out, and a collection of the correct grades of lubricant. These include gear box and rear axle oil, brake fluid, and gear oil or grease for chassis lubrication points.

Most motorists own, in addition to the car tool kit, a collection of small hand tools. These should be of good quality, and should include a set of cranked ring spanners, a stout pair of wire-cutting pliers, two screwdrivers—one of moderate size and a small one for the electrics—and a supply of emery cloth, copper wire and insulation tape.

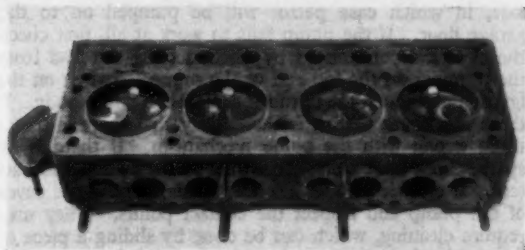
Obtain from your garage or the manufacturer's agents a "decoke set," which includes a cylinder head gasket, exhaust and inlet manifold gaskets, and valve cover and carburettor joints. If you have these also before you start, there will be no need to pump up the family bicycle tyres to fetch them later. Water hoses, too, may have suffered unnoticed deterioration and require replacement.

While the cooling system is being drained—and do not forget that on some cars which have heaters fitted, opening the radiator and cylinder block drain taps may not drain the system completely—you can be disconnecting the petrol pipe from the carburettor and removing the distributor cap, complete with high-tension leads. In order to make sure the h.t. leads are replaced correctly, mark them by making very small nicks in the terminal tag or cap with a sharp knife or the edge of a file, the marks corresponding with the number of the plugs as read from the front of the engine. Working on the engine can be made easier if the bonnet top is removed com-

pletely, but this must be left to the individual; removal may be a little difficult if the bonnet is counterbalanced by coil springs.

The tins or boxes which were assembled before the start of dismantling now begin to be useful. Into them go the sparking plugs, and nuts and washers that cannot be screwed back on to their respective studs. It is always good practice when removing a unit—the carburettor, for example—from an engine, to replace nuts on their studs or bolts for one or two threads. This prevents the threads from being damaged, and saves time when assembling. Remove the inlet and exhaust manifolds, and put them on a shelf or bench where they will not get damaged. If working on an overhead-valve engine, remove the valve cover and slack off the valve rocker shaft nuts. To avoid straining the shaft or shafts, remove the nuts gradually, working outwards from the centre. The push-rods can then be taken out and placed in a box. The next step is to remove the cylinder head itself, and this may be a little obstinate, but it can usually be persuaded to move with the aid of a hide hammer or block of wood. Some heads have small lugs projecting from the lower face which are intended to help in removal.

Strip the cylinder head by removing the valves, using a compressor to hold down the valve springs while the



When the carbon deposits have been removed from the combustion chambers, the exhaust and inlet ports cleaned, and the valves cleaned and ground in, the cylinder head, ready for refitting, should have this appearance

cotters are taken out. Ensure that the valves will be replaced in their correct order when assembling; they can be stored in a block of wood which has 8 or 12 numbered holes drilled in it. The tools required for removing the carbon from the cylinder head can vary from a small blunt wood chisel to a wire brush rotated in an electric hand drill. This latter is a luxury item in the home garage, but is invaluable, and enables the job to be done more efficiently. Clean out all the inlet and exhaust ports thoroughly; the threads of the sparking-plug holes can be cleaned with a tap of the correct thread and size, or by an old plug, the thread of which has had two or three longitudinal slots filed in it. When using emery cloth to clean combustion spaces be careful not to damage the valve seats.

The valves should be cleaned, again taking care not to damage the contact faces; moreover, rub the stems only with emery cloth of the very finest grade. If any of the valve contact faces are badly burned or cracked, or the stems worn, the valve should be renewed. The valves must be ground in on the seats, using first a coarse grade valve grinding paste and then finishing off with a fine grade. (Excellent advice on cylinder head overhaul was contained in two past articles in *The Autocar*: "Top Overhaul," in the issue of January 16, 1953, and "Off with its head," December 31, 1954.)

Having ground the valves to their seats, the effectiveness of your grinding-in can be tested by securing the valves into position and filling the inlet and exhaust ports

The sparking plug on the left is as removed from the engine; that on the right has been cleaned, the gap reset, a new washer fitted, and it is ready for use again



with paraffin. If the paraffin leaks past the valve seat then it will not be gas-tight, and will require a little grinding.

All this will take some time. The afternoon will be getting on its way if you started after breakfast. By now you will be wondering whether to disturb the carbon seal round the top of the cylinder bores or just clean the tops of the pistons—do not dig holes or grooves in the soft metal of the piston crown—and leave the bore carbon there. I do not think there is any hard and fast rule about this.

Now the cylinder head and valves can be reassembled. Do not forget to renew the felt or neoprene washers which prevent oil going down into the valve guides, if your engine is so fitted. Make sure there are no broken or obviously weak valve springs. The new cylinder head gasket can be put into position; and there are a number of mixtures with which it can be coated before being eased over the cylinder block studs, ranging from engine oil or grease to gasket cement; I do not advise cement as it makes the next removal job difficult. I have been told recently that talcum powder can be most effective in helping the seal, and at the same time ensuring that the gasket does not adhere to either the head or the block faces.

Renew inlet and exhaust manifold joints with new brass nuts on the exhaust manifold studs—brass because



A quick-action wrench, such as is being used here, is most useful and can save much time

SPRING CLEANING

... continued

All nuts and bolts beneath the car should be inspected for tightness. A ring spanner is the best tool to use, as there is no danger of it slipping on the hexagon

it will not seize on the steel studs with the heat of the exhaust. Do not use sharp-edged spring washers on any alloy surface; plain or flat washers should be fitted on the induction manifold and carburettor inlet studs. Before replacing the carburettor, remove the float chamber, clean it out, and blow through all the jets. Never attempt to clean a carburettor jet with a piece of fine wire as the orifice may be enlarged, when the running of the engine will be upset. Check the carburettor controls from the accelerator pedal for wear and consequent slackness. Any lost movement here may well result in a seeming loss of pulling power because the throttle does not open sufficiently. The air cleaner requires attention according to the car's instruction book, and this usually takes the form of washing the element in paraffin; if of the oil bath variety, renew the oil to the correct level.

If the petrol feed pump is electrically operated check up on the contact points and clean out the small filter, which is exposed by loosening the appropriate hexagon head on the pump body. If the petrol pump was working satisfactorily when the car was last used, it will be safe to assume that it will function again when required.

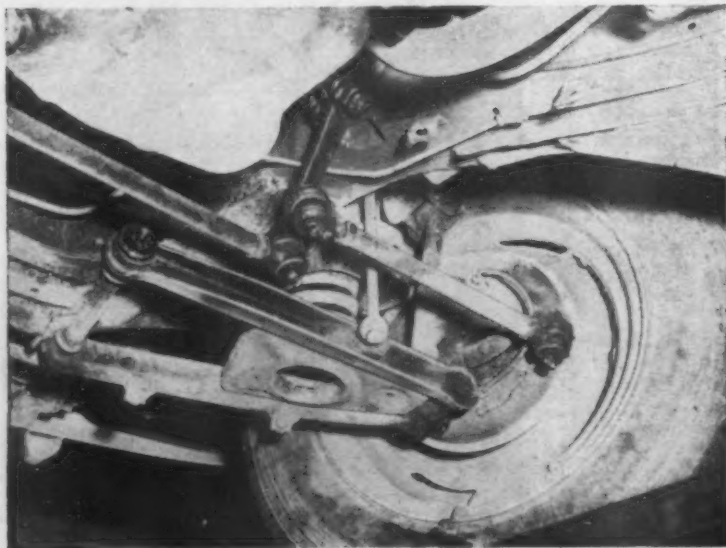
When the ignition is switched on, a fuel pump of the electrical pattern will be heard ticking for a few seconds until the carburettor float chamber fills; when this is full the pump will cut out. If it continues to tick in a hearty fashion one of four things may be wrong: there may be very little petrol in the tank, there may be an air leak in



the pipe line on the suction side, the diaphragm may have stretched, or there may be a loose union on the delivery side, in which case petrol will be pumped on to the garage floor. If the pump fails to work at all, first check the electrical connections by disconnecting the lead from the terminal on the top end of the pump. Switch on the ignition and touch the terminal against the pump body. If there is a spark then it is most likely that there is something wrong with the pump mechanism. If there is no spark, check back along the wiring to the switch and battery. If electric contact has been made, remove the cover of the pump and inspect the contact points. They may require cleaning, which can be done by sliding a piece of fine-grade glass paper against the faces of the points. If the pump still refuses to work and the delivery pipe is disconnected, there may be a blockage in the line between the tank and the pump. This can be checked by disconnecting the suction pipe from the pump and blowing through it.

Another fault may be dirt under one of the small fibre valves. These will be found under the delivery union; one is coloured red and is slightly thinner than its orange-coloured companion. They must be replaced in their correct positions; the thick orange one goes above the valve cage, and the red one below it. Generally speaking, fuel pumps give little trouble, and even the chances of this may be lessened if a small bowl-type filter is incorporated in the fuel line between the tank and pump.

A mechanical pump may suffer from a punctured diaphragm, or there may be a blocked filter gauze. This type of pump has a drain screw in the side of the body, and it will pay to remove this and wash out the interior of the pump. To do this you will have to remove the dome-shaped cap.



Front suspension members should be inspected for wear. Steering ball joints may need renewal, and any suspicious oil stains on the inside of the wheel rims may indicate a worn oil seal in the hub

The cylinder head is replaced and the nuts tightened in the proper sequence; it may be desirable, after the engine has run, to recheck the nuts and tappets.

Clean or renew the sparking plugs. If the high-tension leads appear to be stiff and cracked, replace them. To avoid any trouble with crossed leads, remove the old ones—which you have marked, I hope—one at a time, and replace them with matched lengths of new wire. Do not forget to fit radio suppressors if you have not already done so. Contrary to what some people believe, these do not affect the running of an engine. Clean the inside of the distributor cap with a rag moistened with petrol, and rub the brass contacts lightly with fine-grade emery paper. Remove the rotor arm from the spindle, and give this the same treatment. Check the contact breaker points and, if they are pitted or dirty, clean them with a slip of very fine glass paper, and wipe them afterwards with a clean, dust-free rag. A trace of grease on the cam and a drop of light oil on the pivot of the moving contact arm are a good thing. The gap of the points should be set according to the instruction book.

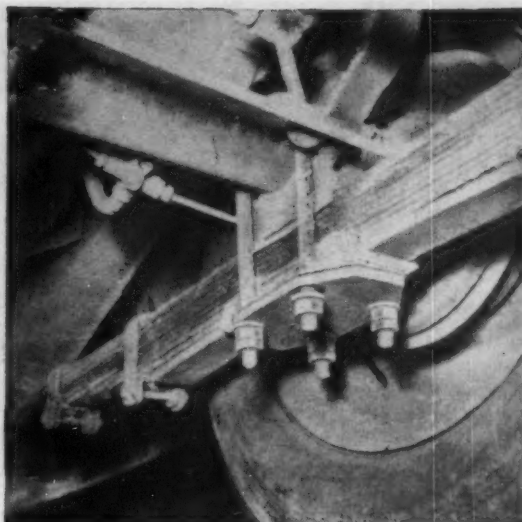
Inspect the dynamo drive belt, and adjust to the correct



Propeller-shaft universal couplings must receive their share of attention. Leaks from the exhaust system may develop in the region of the silencer, and do not forget that the hand-brake cable can be lubricated by means of the greaser inserted in the outer casing which, in the illustration, passes over the exhaust pipe

tension if necessary. It should be possible to move the belt about $\frac{1}{4}$ in at the centre of its longest run. If it shows any sign of wear, indicated by loose ends of fabric, replace it. See that the fuses are all of the correct size, and that spare ones are in the clips provided. Check all cable terminals for tightness, especially those on the starter motor and battery. With a little agility, a small screwdriver and a torch—you should disconnect the battery before you do this—make sure that all the screws locating cable ends behind the fascia are tight. The power unit and its auxiliaries have had their birthday, the cooling system is flushed out, the sump full of fresh oil, filter element renewed, and the battery, with cleaned and Vaseline terminals, is full of life.

Check the free travel of the clutch pedal; about 1 to $\frac{1}{2}$ in of movement at the pedal should be felt. Drain and refill the gear box and rear axle. And does the hand brake require adjustment? What are the brakes, like, anyhow? If all the adjustment has been taken up, now is the time to remove a brake drum and have a look at the linings. If the rivets securing the linings to the shoes are close to or flush with the face of the lining, then the whole set requires renewing. For the majority of cars it is possible to obtain replacement brake shoes with linings already fitted; an

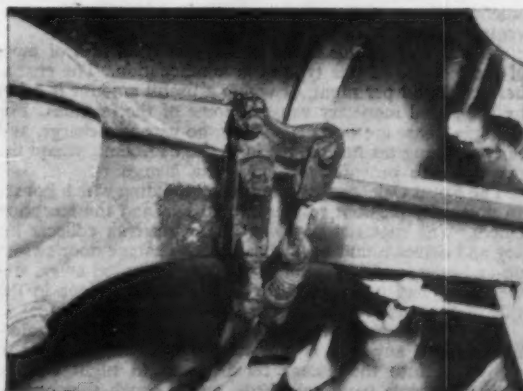


Shown exaggerated in the illustration, nuts of the spring holding down bolts may become loose if the lock nuts are not fitted. Road springs should be cleaned with a wire brush

allowance will be made for the old shoes. If the rubbing surface of the brake drums is badly scored, they should be skimmed out before the new linings and shoes are used.

The remainder of the mechanical work will consist of examining the steering gear and suspension. Half an hour underneath the car will most likely reveal several loose nuts and bolts, perhaps a fuel pipe that is chafing in a loose clip. Exhaust pipe brackets have a way of becoming slack, and the securing bolts have a mystifying habit of becoming rusted up. Spring damper brackets and their bolts should be regarded with suspicion. A certain indication of a loose nut that appears to be tight is a circle of rust round its immediate neighbourhood.

Bodywork should receive its share of attention. All rust patches must be attacked with emery cloth until the bare metal shines and the adjoining paintwork rubbed down to a chamfered edge with wet and dry paper—this can be obtained from any good ironmonger or tool shop. The metal is then treated with a primer paint and colour. Door locks, hinges and window winding mechanism pay for attention. Clean the upholstery well, treat yourself to some new floor mats, and off you go.



The hand-brake mechanism is usually exposed to the elements, and collects its share of dirt and grit. The clevis pins in the fork ends should be inspected and replaced if worn



BRITISH MOTELS HAVE

VERY probably most motorists in Great Britain look upon motels as some "American novelty," as a result of our insular addiction to tradition. If this is so, then there are several good reasons why the opinion should be changed, as a visit to two of the four motels currently operating in this country has shown.

The four comprise the Royal Oak, Newingreen, near Lympne, Kent; Rouncil Towers, Kenilworth, Warwickshire; Hotel Cottages, Boroughbridge, Yorkshire; and the Oakwood Rustic Motel, near Elgin, Morayshire. Plans for several more motels are going ahead. The most expensive is the Royal Oak, which is 6½ miles from Folkestone, but the amenities for the motorist are particularly impressive, convenience being combined with luxury.

A close look at this motel will give a good idea of most of the features of this type of accommodation. The charge here is 27s 6d per night, of which a useful amount is offset by the actual monetary value of some of the facilities. For example, there are no porter's tips, no garaging charge, and early morning tea may be made in the bedrooms, where the materials are provided without extra charge.

The Royal Oak consists of a central building which houses an unusually pleasant restaurant and bar, and the reception offices. The motorist pays his bill on arrival, collects his key and drives round to his chalet. The garage door swings up-and-over, and in a moment the car is tucked away, and the driver and passengers can walk through a door in the side of the garage to reach the living accommodation.

There is no need to unload more than one's likely requirements for, if any item is forgotten, it is a simple matter to step back into the garage for it, even in night clothes. Most bedrooms have twin beds, and a couch that can be brought into use at an extra charge of £1 1s for a third person. There is a radio that provides the B.B.C. Light and Home programmes, and a telephone. A cupboard between the beds

contains the tea-making machine, the necessary ingredients and crockery. The bedrooms are attractive and the beds very comfortable, and adjoining each is a bathroom and toilet. The only point of criticism is the narrowness of the garages for a large car, and the arrangement of the lawns, which makes entry for a large car a matter for some care.

The planning of the suites is praiseworthy, and one appreciates such amenities as the doors on the bed lamps, for example, that provide good light for reading without inconveniencing the occupant of the other bed if he or she wants to sleep. Another good feature is the valet service, conducted through the special front doors. These doors have a container like a slim wardrobe. Shoes for cleaning, suits for pressing, and so on, are put into this cupboard which is opened from the outside by the staff when the items are collected. At an extra cost of 12s 6d each, cots can be provided for very young children, and there are also chalets without garages, each for one person only, so that almost any combination of travellers can be accommodated.

Not Cheap, But . . .

The £1 7s 6d charge includes Continental breakfast during the busy season, and full "English" breakfast during the winter months (served in the restaurant, which is reached by a covered way from the chalets). Lunch *table d'hôte* costs 6s 6d, and dinner is *à la carte*. The *à la carte* charges are not cheap, but the food at this motel is particularly good, and one does get value for money. Also with the Royal Oak, it is worth mentioning that advance payment of the basic charges means that, if one is in a hurry in the morning, it is necessary only to load up the car and drive away.

Rouncil Towers, at Kenilworth, is the first motel to be operated in this country, with the possible exception of one other which is in the borderline class, having garages



On the left the Royal Oak at Newingreen, Kent, is seen from the air. The living and garaging accommodation is on the extreme left, and a covered way leads between the trees to the main building. Above is a detail of the pleasant contemporary architecture, with the restaurant, which is in the main building, in the background



separate from the chalets. At Rouncil Towers the pattern is similar to that at the Royal Oak, but the charges are a little less and, not unnaturally, the facilities are not quite so comprehensive.

Charges per head vary from £1 1s in the winter to £1 5s in the summer. A hot plate is fitted in each bedroom, but morning tea is served by the staff at an extra charge, and breakfast costs 3s 6d. Other meals are *à la carte*. The arrangement of the chalets is similar to that at Newingreen, but there are no doors to the garages,

which are, therefore, necessarily reached "in public." Also, the cars cool to outside temperature. There is no covered way to the main building.

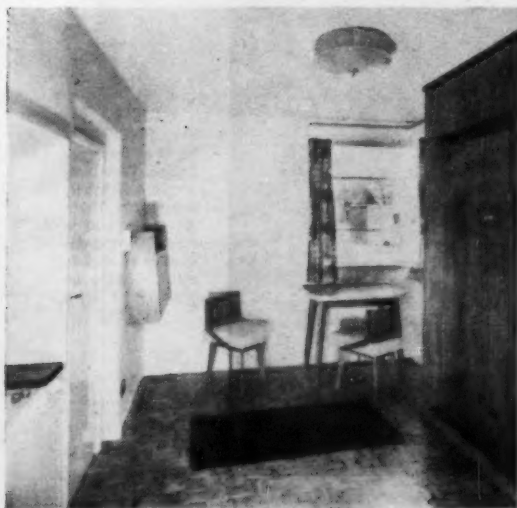
Although without radio, the chalets are very comfortable, and have the advantage that the beds will fold up into the walls so that the bedrooms may be converted into sitting rooms. Again, bathrooms and toilets are provided. In the main building there are a pleasant bar and lounge, and the restaurant is good. There is also a television room that will seat about 25 people. Some of the chalets are equipped with double-bedded rooms as an alternative to those with twin beds. The site is pleasant, and the main building has much character.

The other two motels at present in operation are the Hotel Cottages at Boroughbridge, Yorkshire, and the Oakwood Rustic Motel, two miles west of Elgin. These two conform to the accepted version of motels, but the garages are not integral with the chalets, being some yards away as separate lock-ups. The charges at Elgin are 14s 6d per head for bed and breakfast, lunch 5s and dinner 6s 6d, weekly terms being £6 6s. At Boroughbridge the charges are 19s 6d per head for bed and breakfast, and breakfast

A FUTURE

THERE IS MUCH MORE THAN NOVELTY IN THOSE ALREADY IN USE

On the right is the main building of the Rouncil Towers motel, near Kenilworth. It houses the restaurant, lounge, bar, and so on. Below: the twin beds in one of the chalets have been folded up into the wall to convert the room into a lounge. The electric hot plate is on the extreme left





The appearance of the main building of the Oakwood Rustic Motel, near Elgin, certainly lives up to its name. Facilities include the small filling station on the forecourt

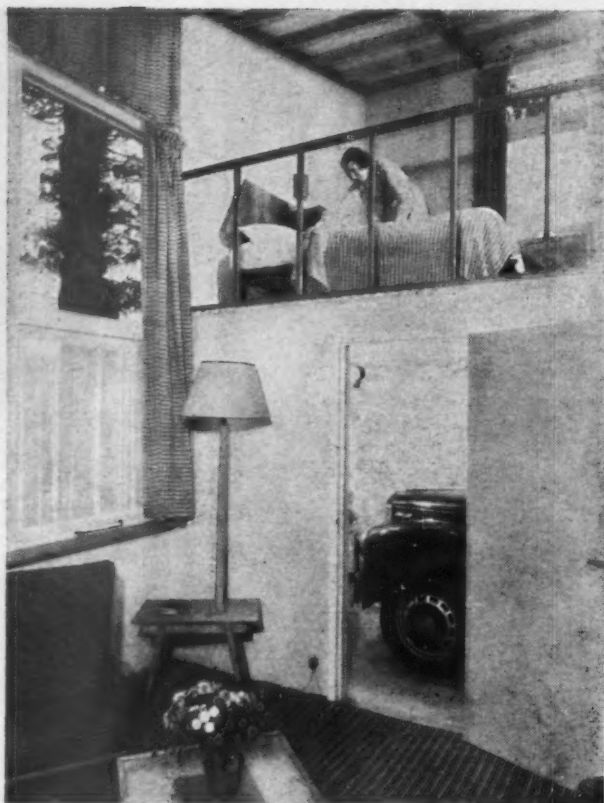
BRITISH MOTELS HAVE A FUTURE continued

can be served in the cottages. Lunch costs from 5s 6d and dinner from 6s.

At Elgin, the motel is on a pleasant, wooded site well back from the road, where there are 14 chalets. In the main building there is a ballroom in addition to other facilities. There is also a petrol filling station attached. At Borough-bridge the accommodation varies from cottages each with a twin-bedded bedroom, to cottages containing two bedrooms with three or four beds, and double cottages with three or four bedrooms and up to six beds and two bathrooms. Each cottage has a comfortable sitting room in addition to the other rooms, bathroom and veranda, and there is also radio.

All the motel chalets are well heated, which cannot be said of the bedrooms in many of the smaller ordinary hotels, and at Newingreen one's car is also kept warm during the night by the same heating as that used for the living accommodation.

Abroad there are other novel features incorporated in motels, but the main ideas are well illustrated by those in this country. Graham Lyon (Motels), Ltd., who run the Royal Oak at Newingreen, have several more motels in preparation, and it is expected that in April their motel



The largest chalets at the Royal Oak, Newingreen, have this additional upstairs accommodation. Each garage can be reached through a private door

will be opened in the New Forest—the Vine Inn, Ower, Hampshire—followed by the opening of another at the new Silver City Airways' terminal at Ferryfield, in Kent. It is also likely that the company will open another one on the Exeter by-pass, in Devon, later this year. Their intention is to have about 12 motels covering most of the country. The new additions will be welcome.

R. M. C.



The Hotel Cottages at Borough-bridge, Yorkshire, are on a pleasant, wooded site. There is the familiar layout of separate chalets of various sizes, but the garages are detached

"Give me a car
with speed and
character"

"I want comfort
space and
style..."



Everyone's pleased

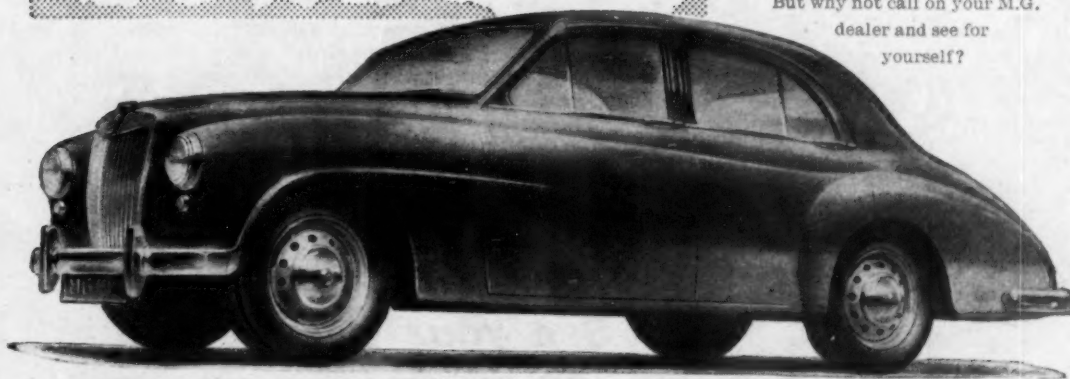


WITH THE

MAGNETTE

ALL honours are satisfied by the M.G. Magnette. For this fast saloon has a genuine sports car feel and yet is most elegant in appearance and seats four in spacious comfort. Its 1500 c.c. engine enables you to put up a truly athletic performance; well-damped suspension and responsive rack-and-pinion steering give you safe and steady motoring at a remarkably high cruising speed — with plenty in reserve. Inside, the Magnette has an air of luxury and good taste. The fascia panel is of polished walnut; so are the window sills. Safety-glass is fitted throughout. And real leather covers the comfortable upholstery of the seats.

But why not call on your M.G. dealer and see for yourself?



REMEMBER

Quality and dependability are guaranteed by the B.M.C. Used-Car Warranty and you are certain of a good deal when you sell.

Safety fast

IN AIRSMOOTHED STYLE!

THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD

London Showrooms: Stratton House, 80 Piccadilly, London, W.1

Overseas Business: Nuffield Exports Limited, Cowley, Oxford, and at 41 Piccadilly, London, W.1

WHO
QUESTIONS
THE
JUDGMENT
IN THESE



EYES ?

These are the eyes of a craftsman . . . a garage fitter . . . your garage man. He's a man who's learnt his trade thoroughly, who's proud of his skill. His opinion, his judgment are valuable. And when he tells you the brakes on your car should be tested every 2,500 miles, he does so because he knows that correct adjustment will not only prolong the life of your linings—it may also prolong *your* life.

When relining eventually becomes necessary, he'll fit the linings which his judgment has convinced him are the safest, longest lasting and most reliable—Ferodo Anti-Fade Brake Linings. Then he'll tie this Ferodo label to your steering wheel, so that you may have that extra confidence in your Ferodo lined brakes which makes motoring so much more enjoyable.

Expert advice on brakes MAY SAVE LIFE - MUST SAVE MONEY



This label PROVES
Ferodo Anti-Fade
Linings have
been fitted.

See your garage about

FERODO

*** ANTI-FADE Brake Linings**

*** WHAT IS BRAKE FADE?**

Known to racing men for years, "Fade" is a form of sudden loss of efficiency in brakes after a period of overwork. Your safety, like the racing driver's, lies in Ferodo Anti-Fade Linings—and in giving your garage man a chance to keep a check on your brakes for you.

FERODO LIMITED · CHAPEL-EN-LE-FRITH

A Member of the Turner & Newall Organisation

BRITISH PRICES OF NEW CARS

	British List Price £ s d	British Total Price £ s d		British List Price £ s d	British Total Price £ s d		British List Price £ s d	British Total Price £ s d
AC.			D.K.W.			MORRIS		
2-litre 2-door ...	1,027 12 2	1,456 18 1	Sonderklasse ...	669 0 0	949 17 6	Minor tourer ...	373 0 0	529 10 10
Four-door ...	1,107 19 4	1,570 14 11	Coupe ...	693 6 0	993 6 0	Two-door ...	373 0 0	529 10 10
Ace sports 2-seater ...	1,015 0 0	1,439 0 10	Cabriolet 2-seater ...	908 0 0	1,287 9 2	Four-door ...	395 0 0	560 14 2
Aceca coupé ...	1,215 0 0	1,722 7 6	Cabriolet 4-seater ...	812 0 0	1,151 9 2	Travellers' car ...	422 10 0	599 13 4
ALFA ROMEO			DODGE			Cowley ...	495 0 0	702 7 6
1900 ...	1,850 0 0	2,621 19 2	Coronet ...	1,725 0 0	2,450 10 10	Oxford ...	525 0 0	744 17 6
1900 Super Sprint ...	2,500 0 0	3,542 15 10	Royal ...	1,830 0 0	2,601 4 2	Traveller ...	580 0 0	822 15 10
ALLARD			FIAT			NASH		
Palm Beach, 4-cyl. ...	720 0 0	1,021 2 6	500C coupé ...	403 10 0	572 15 0	Rambler ...	1,450 0 0	2,054 13 7
3-seater ...	750 0 0	1,061 12 6	Station wagon ...	478 10 0	679 0 0	Station Wagon ...	1,490 0 0	2,111 14 2
2½-litre saloon ...	1,250 0 0	1,771 19 2	New 1100 ...	563 10 0	799 8 2	OLDSMOBILE		
K3 3-seater ...	1,100 0 0	1,559 9 2	1100 TV ...	750 0 0	1,063 12 6	Series 88 Super ...	1,640 0 0	2,324 9 2
Monte Carlo ...	1,375 0 0	1,949 0 10	1400A ...	774 0 0	1,097 12 6	Super (Two-tone) ...	1,645 0 0	2,331 10 10
Safari estate car ...	1,375 0 0	1,949 0 10	1900A ...	980 0 0	1,389 9 2	Series 98 de luxe ...	1,985 0 0	2,813 4 2
ALVIS			Full-light saloon ...	1,385 0 0	1,963 4 2	Starfire coupé ...	2,080 0 0	2,947 15 10
3-litre ...	1,285 0 0	1,821 10 10	FORD (Britain)			PACKARD		
Coupe ...	1,360 0 0	1,927 15 10	Popular ...	275 0 0	390 14 2	Clipper ...	1,640 0 0	2,324 9 2
ARMSTRONG			Anglia ...	360 0 0	511 2 6	Patrician ...	2,266 0 0	3,211 5 10
SIDDELEY			Prefect ...	395 0 0	560 14 2	PANHARD		
Sapphire (synchro- ...	1,215 0 0	1,722 7 6	Consul ...	470 0 0	666 19 2	Junior sports ...	771 6 0	1,100 0 0
Sapphire (pre-selector) ...	1,285 0 0	1,821 10 10	Convertible ...	570 0 0	808 12 6	Divna saloon ...	873 14 0	1,250 0 0
Sapphire (automatic) ...	1,404 0 0	1,990 2 6	Zephyr Six ...	532 0 0	754 15 10	PARAMOUNT		
ASTON MARTIN			Convertible ...	677 0 0	960 4 4	Ten tourer ...	625 0 0	886 10 10
DB2-4 ...	1,925 0 0	2,728 4 2	Zodiac ...	600 0 0	851 2 6	1½-litre coupé ...	675 0 0	957 3 4
Drop-head coupé ...	2,025 0 0	2,869 17 6	FORD (Canada)			PEUGEOT		
DB35 competition ...	2,600 0 0	3,684 9 2	Customline ...	1,448 17 6	2,050 0 0	Type 203 ...	630 12 10	899 0 0
AUSTIN			Mark II 2-seater ...	2,250 0 0	3,188 12 6	Station wagon ...	728 17 0	1,039 0 0
A 30 Seven 2-door ...	335 0 0	475 14 2	Targa Florio Gran ...	2,250 0 0	3,188 12 6	PLYMOUTH		
Four-door ...	355 0 0	504 0 10	Spots ...	2,250 0 0	3,188 12 6	Savoy ...	1,404 0 0	2,045 19 4
Countryman ...	395 0 0	560 14 2	Le Mans coupé ...	2,250 0 0	3,188 12 6	PONTIAC		
A 40 Cambridge 2-door ...	458 0 0	649 19 2	Sebring 2-seater ...	2,500 0 0	3,542 15 10	Four-door ...	—	2,050 0 0
Four-door ...	468 0 0	664 2 6	Turismo coupé ...	1,950 0 0	2,763 12 6	Convertible ...	—	3,200 0 0
A 50 four-door ...	478 0 0	678 5 10	HEALEY			PORSCHE		
A 90 Westminster ...	558 0 0	791 12 6	Austin-Healey 100 ...	750 0 0	1,063 12 6	Type 356 coupé ...	1,260 0 0	1,786 2 6
A 135 Princess ...	1,540 0 0	2,182 15 10	100S ...	1,125 0 0	Export only	Cabriolet ...	1,380 0 0	1,956 2 6
Limousine ...	1,590 0 0	2,233 12 6	HILLMAN			Super coupé ...	1,380 0 0	1,956 2 6
Limousine, L.W.B. ...	1,750 0 0	2,480 5 10	Minx Special ...	458 0 0	649 19 2	Super cabriolet ...	1,500 0 0	2,216 2 6
Saloon, L.W.B. ...	1,750 0 0	2,480 5 10	Estate Car ...	540 0 0	766 2 6	Type 550 Spyder ...	2,715 0 0	3,847 7 6
BENTLEY			Minx de luxe ...	480 0 0	681 2 6	RENAULT		
Chassis ...	2,270 0 0	3,216 19 2	Convertible ...	520 0 0	737 15 10	750 fixed-head ...	422 10 0	599 13 4
Sports saloon ...	3,100 0 0	4,392 15 10	Husky ...	520 0 0	737 15 10	Convertible ...	550 0 0	780 5 10
Radford Countryman ...	3,880 0 0	5,497 15 10	H.R.G.			R1063 ...	790 0 0	1,148 12 6
Abbott saloon ...	4,260 0 0	6,036 2 6	1½-litre 2-seater ...	895 0 0	1,269 0 10	2-litre Frigate ...	829 0 0	1,175 10 10
Park Ward D.H. coupé ...	4,280 0 0	6,064 9 2	HUDSON			RILEY		
Hooper 4-door ...	4,445 0 0	6,298 4 2	Jet Liner ...	1,360 0 0	1,927 15 10	1½-litre ...	800 0 0	1,134 9 2
Freestone and Webb ...	4,545 0 0	6,439 17 6	Super Wasp ...	1,630 0 0	2,310 5 10	2½-litre Pathfinder ...	875 0 0	1,240 14 2
James Young 4-door ...	4,595 0 0	6,510 14 2	Hornet ...	1,867 0 0	2,646 0 10	ROLLS-ROYCE		
Continental ...	4,600 0 0	6,517 15 10	HUMBER			Silver Wraith chassis ...	2,445 0 0	3,464 17 6
Park Ward saloon ...	4,600 0 0	6,517 15 10	Hawk Mark VI ...	695 0 0	985 14 2	Park Ward touring ...	4,695 0 0	6,652 7 6
Park Ward coupé ...	4,600 0 0	6,517 15 10	Touring limousine ...	775 0 0	1,099 0 10	saloon ...	4,845 0 0	6,864 17 6
Mulliner sports ...	4,890 0 0	6,928 12 6	Super Snipe Mark IV ...	985 0 0	1,396 10 10	Park Ward limousine ...	4,895 0 0	6,935 14 2
Saloon ...	4,890 0 0	6,928 12 6	Touring limousine ...	1,065 0 0	1,509 17 6	Mulliner limousine ...	4,895 0 0	6,935 14 2
B.M.W.			JAGUAR			Hooper limousine ...	4,845 0 0	6,864 17 6
Type 501 ...	1,400 0 0	1,984 9 2	Mark VII ...	1,140 0 0	1,616 2 6	Freestone and Webb ...	4,940 0 0	6,999 9 2
Type 502 ...	2,100 0 0	2,976 2 6	XK 140 2-seater ...	1,127 10 0	1,598 8 4	limousine ...	4,970 0 0	7,041 19 2
F.H. coupé ...	2,750 0 0	3,896 19 2	D.H. coupé ...	1,160 0 0	1,644 9 2	James Young saloon ...	3,250 0 0	4,605 5 10
BORGWARD			F.H. coupé ...	1,140 0 0	1,616 2 6	Silver Dawn ...	4,300 0 0	6,276 19 2
1500 Isabella ...	798 0 11	1,131 13 10	D-type 2-seater ...	1,895 0 0	2,685 14 2	Park Ward coupé ...	4,030 0 0	5,710 5 10
2400 sports saloon ...	1,287 16 9	1,825 11 3	JENSEN			Radford Countryman ...	4,030 0 0	5,710 5 10
Saloon (Hansamatic) ...	1,380 1 8	1,956 4 10	Interceptor ...	1,700 0 0	2,409 9 2	ROVER		
2400 Pullman ...	1,409 2 1	1,997 7 2	Model 541 ...	1,285 0 0	1,821 10 5	60 ...	820 0 0	1,162 15 10
Pullman (Hansamatic) ...	1,501 7 0	2,128 0 6	KAISER			75 ...	895 0 0	1,269 0 10
BRISTOL			Special 4-door ...	—	2,250 0 0	90 ...	915 0 0	1,297 7 6
Type 403 ...	2,100 0 0	2,976 2 6	Manhattan 4-door ...	—	2,460 0 0	SIMCA		
Type 404 ...	2,350 0 0	3,330 5 10	KIEFF			Aronde ...	599 0 0	849 14 2
Type 405 ...	2,250 0 0	3,188 12 6	Sports 2-seater ...	1,100 0 0	1,559 9 2	SINGER		
Abbott D.H. coupé ...	2,250 0 0	3,188 12 6	LAGONDA			S.H. roadster ...	510 0 0	723 12 6
BUICK			Two-door ...	2,260 0 0	3,202 15 10	Master ...	687 10 0	975 1 8
Century 4-door ...	1,897 0 0	2,687 10 6	Four-door ...	2,400 0 0	3,401 2 6	SKODA		
Super 4-door ...	2,023 0 0	2,866 4 1	D.H. coupé ...	2,400 0 0	3,401 2 6	1200 ...	630 0 0	893 12 6
CADILLAC			LANCHESTER			Station wagon ...	700 0 0	992 15 10
Special 4-door ...	3,105 0 0	4,398 17 9	Sprite ...	760 0 0	1,077 15 10	STANDARD		
CHEVROLET			LANCIA			Eight ...	339 0 0	481 7 6
Bel Air 4-door ...	1,270 0 0	1,800 5 10	Appia ...	1,250 0 0	1,771 19 2	Ten ...	409 0 0	580 10 10
Two-Ten 4-door ...	1,225 0 0	1,736 10 10	Aurelia, Series II ...	2,020 0 0	2,862 15 10	Estate car ...	460 0 0	652 15 10
CHRYSLER			Aurelia Gran Turismo ...	2,450 0 0	3,471 19 2	Vanguard ...	555 0 0	787 7 6
New Yorker ...	2,021 0 0	2,868 19 6	2500 ...	—	—	Estate car ...	633 0 0	897 17 6
CITROEN			LEA-FRANCIS			STUDEBAKER		
2 e.v. ...	398 0 0	564 19 2	Fourteen ...	1,130 0 0	1,601 19 2	Champion ...	1,209 0 0	1,714 0 6
Light 15 ...	685 0 0	971 10 10	Estate car ...	1,130 0 0	1,601 19 2	Commander ...	1,277 0 0	1,810 7 2
Big 15 ...	740 0 0	1,049 9 2	Eighteen ...	1,380 0 0	1,956 2 6	President ...	1,484 0 0	2,104 0 6
Six ...	1,040 0 0	1,491 9 2	2½-litre Sports ...	1,240 0 0	1,757 15 10	SUNBEAM		
DAIMLER			LINCOLN			Mark III ...	795 0 0	1,127 7 6
Conquest ...	1,066 0 0	1,511 5 10	Capri Fordor ...	2,375 0 0	3,479 0 0	Convertible ...	845 0 0	1,193 4 2
Coupe ...	1,125 0 0	1,576 10 10	MERCEDES-BENZ			Alpine 2-seater (with ...	855 0 0	1,212 7 6
Roadster ...	1,180 0 0	1,672 15 10	180 ...	1,195 0 0	1,694 0 10	SWALLOW		
Hard top roadster ...	1,235 0 0	1,750 14 2	1900 (diesel) ...	1,260 0 0	1,786 2 6	DORETTI		
Century ...	1,172 0 0	1,661 9 2	220 ...	1,427 0 0	2,022 14 2	Mark I 2-seater ...	777 0 0	1,101 17 6
3½-litre Regency ...	1,640 0 0	2,324 9 2	220a ...	1,498 0 0	2,123 8 3	TRIUMPH		
Sportsman's saloon ...	1,870 0 0	2,650 5 10	300b ...	2,329 0 0	3,300 10 10	TR2 2-seater ...	625 0 0	886 10 10
4½-litre Regency ...	1,960 0 0	2,777 15 10	300S ...	3,902 0 0	5,528 19 2	TR2 Hard top ...	670 0 0	950 5 10
Sportsman's saloon ...	2,190 0 0	3,103 12 6	300SL ...	3,100 0 0	4,392 15 10	Runabout ...	776 0 0	1,099 0 10
Regina Hooper limou- ...	4,385 0 0	6,213 4 2	MERCURY			VAUXHALL		
sine ...	—	—	V8 Monterey Fordor ...	1,806 0 0	2,605 14 5	Wyvern ...	495 0 0	702 7 6
DELLOW			M.G.			Velox ...	535 0 0	759 0 10
Mark IIB Two-seater ...	448 0 0	635 15 10	TF Midget 2-seater ...	550 0 0	780 5 10	Cresta ...	595 0 0	844 0 10
Mark IIC ...	477 0 0	675 17 6	Magnetta ...	645 0 0	914 17 6	VOLKSWAGEN		
Mark V Lightweight ...	542 0 0	768 19 3	MORGAN			Saloon ...	422 10 0	599 13 4
2-seater ...	—	—	Two-seater (TR2) ...	595 0 0	844 0 10	De Luxe ...	486 0 0	689 12 6
DE SOTO			Two-seater (Vanguard) ...	555 0 0	787 7 6	WILLIS		
Diplomat Custom ...	1,460 0 0	2,070 5 9	Four-seater ...	580 0 0	822 15 10	Custom ...	1,196 0 0	1,695 9 2
			Coupe, 2-seater ...	610 0 0	865 5 10	Bermuda ...	1,269 0 0	1,793 17 6
			Coupe, 4-seater ...	620 0 0	879 9 2	WOLSELEY		
						Four-Fortyfour ...	595 0 0	844 0 10
						Six-Eighty ...	670 0 0	950 5 10
						Six-Ninety ...	750 0 0	1,063 12 6



Apart from styling alterations and an increase in compression ratio from 8.0 to 8.5 to 1, the 1955 version of the 190 SL Mercedes-Benz remains the same as last year's. The four-cylinder, 1,897 c.c. (85 by 83.6 mm) engine develops 105 b.h.p. at 5,700 r.p.m. The car will be available on the home market this year

The Witch Hunt

"THERE is a witch hunt against motorists now. It is almost dangerous to get into a driving seat because, if you do, you run the risk of prosecution," said Mr. P. E. G. Mather, successfully defending a motorist summoned for careless driving in Swindon.

Over the Half Million

THE West German motor industry produced 518,190 cars last year, of which 298,000 were exported or were sold in Germany against foreign currency. Since 1946 these annual figures of production have been achieved: 1946, 9,962; 1947, 9,541; 1948, 29,945; 1949, 104,054; 1950, 216,107; 1951, 267,376; 1952, 301,089; 1953, 369,140; 1954, 518,190.

Pat on the Back

A GLOWING, almost startling tribute to the go-a-manners of the London motorist is paid by an American travel editor, Richard Joseph, in *Driving Through Britain*, a specially prepared guide for overseas motorists visiting the United Kingdom. He writes "You'll find driving in England is a lot different . . . and I think you'll revel in the difference. Driving is fairly easy . . . road regulations are comparatively few, simple and logical. British drivers *always* signal when they're turning or stopping."

After a drive in London's traffic he praises the "famed British courtesy" and comments "Not a chiseller in the whole traffic mess. Every driver acting as though he were being given a driving test by St. Peter himself, sitting up there in the front seat with him, complete with long white beard and a big notebook in which he was jotting everything down."

A New Quarterly

THE first issue of a new quarterly, *Materials Handling News*, which is being produced by Associated Iliffe Press, will appear on July 1. The publishers say that, with labour persistently more scarce and expensive, thousands of firms without full labour-aiding equipment could be converted to its use, offering a wide, new market for materials handling devices of all types. Objective of the new publication will be the effective coverage of this

"fringe market," which is quite distinct from the regular, large-scale users reached by the long-established parent magazine, *Mechanical Handling*.

Speed Limit Enquiry

THE special sub-committee set up by the London and Home Counties Traffic Advisory Committee, at the request of the Minister of Transport, to review the 30 m.p.h. speed limit on roads of real importance in the London traffic area, has invited expression of views from associations and other bodies rep-

PARKING METERS DISCUSSED

DETAILS of how the car parking meter experiment in London under the Road Traffic Bill will work were given in the House of Lords on Monday, February 28. The charge will be 6d for one hour, 1s for two hours, and after that "the charge is stepped up rather steeply to more than it would cost to go to a garage," Lord Selkirk, Paymaster-General, stated. It would be about 5s for two or three extra hours, he added.

Lord Selkirk said that the Government wanted authority only to experiment and they were prepared to hedge it round in any way that was thought desirable. They were prepared to put in an amendment to the Bill enjoining the Minister, before he confirmed an order submitted by a local authority, to have regard to the off-highway parking facilities available. The Government wanted an assurance that the experiment was likely to work in London before extending it to other cities. All the money received from parking charges, he affirmed, would be expended for the benefit of motorists. He explained that the attendant, finding a car with an "expired" notice on the parking meter, would put a notice on the car that the excess charge was due and enter it in his book.

Grave doubts were voiced about the scheme. Lord Teynham thought parking accommodation would be reduced because each meter-space would have to be sufficient for a large car. Without any supervision, they would be no more effective in preventing the time limit being overrun than existing authorized parking places.

Lord Lucas said that the Government had neglected on-the-spot fines, which

resenting local authorities, trade and industry, road users and others with special interest in the subject. They should communicate with the secretary, Mr. P. E. Lazarus, 21-37, Hereford Road, London, W.2.

A - or an X?

A STANDARD agreed between the Society of Motor Manufacturers and Traders and the industry determines the style to be used in the writing of the dimensions of tyres and of wheel rims. The dash sign is now used to differentiate between the two figures quoted for tyre size (6.50-15) and the multiplication sign for rim size (4.00 x 16). The only exception is in reference to the old high-pressure tyre, which is rapidly giving way to the low-pressure type, and for which the dimensions will continue to be quoted with a multiplication sign between.

The American Way

COMPARISON between buying and driving a car in America and in this country is made by Mr. D. M. Slorach, a former Glasgow business man now resident in Los Angeles. He writes, "I went into the sale-room and said, 'I want to look at that car.' The salesman handed me the keys, saying 'She's full of gas. Take her away and try her.'" Mr. Slorach decided to buy and, he says, the deal was over in three minutes.

Of driving, he says, "On the whole,

were the one ingredient which had contributed to the success of the plan in America. It was no good driving the motorist off the streets unless there was somewhere he could put his car.

Lord Selkirk said that he was not completely happy about the way the Bill was drafted in the difficult and delicate point of allowing access to premises. He recognized that there was a theoretical invasion of individual rights, but it was much more theoretical than real, because in the places where the scheme would apply there was already a continuous row of parked cars. Where a scheme was proposed, every frontage or person with the right of access would be given full information, and there would be an opportunity for objection to be made.

Lord Brabazon was successful in persuading the Government to accept an amendment in principle that the motorist who realizes he is not fit to drive, and "sleeps it off" without attempting to drive, will be freed from prosecution for being drunk in charge of a car.

Following Suit?

MANCHESTER is seeking to join in the proposed London experiment in the use of parking meters—its Highways Committee has passed a resolution empowering the Town Clerk to give the Ministry of Transport its views. If the northern city does share in the experiment it is thought it would impose similar parking fees to those of London—6d for one hour, 1s for two hours and up to 5s or 6s for two or three hours in excess of the first two.

a n d V I E W S

the standard is high and, because of the traffic rules, things are easier than driving in Argyle Street, Glasgow. Definite lanes are marked for traffic. All streets where there is two-way traffic are marked down the centre with a continuous double line. This runs right across the city, and over that double line you must not go. There are three signals only—arm extended, turning left; arm upwards, turning right; arm downwards, stopping.

BEN London Centre

OFFICIALS appointed at the annual general meeting of the London and Home Counties Centre of the Motor and Cycle Trades Benevolent Fund were: chairman, Mrs. Doris M. Clark; deputy chairman, Mr. C. P. Hartrey; hon. relief secretary, Mr. T. Cordery; hon. treasurer, Mr. G. Selwyn Smith; hon. secretary, Miss M. Butcher.

Cuts by Norway

IN an attempt to reduce her foreign trade deficit, Norway is planning to cut motor vehicle imports from Western Europe by half—from 5,000 vehicles to 2,500 during 1955—and to impose a temporary 10 per cent tax on the remainder. This was announced by the Finance Minister, Mr. Lid, who added a number of other proposals to the same end, including a 7 per cent cut in all imports.

With the Veterans

THE north-eastern section of the Veteran Car Club, which is based on Hull and the East Riding of Yorkshire, is looking forward to a busy year. First major outing will be on Whit Saturday, when about 15 of the members' cars will go to Northallerton for a rally. On July 16 and 17 they will be taking part in a two-day rally at Harrogate, and,

of course, they will be out in strength for their own big event—the Hull and Scarborough Rally on the first Sunday in September.

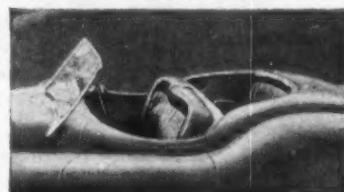
An innovation will be a trip over the

EXTRA SEATS ON THE XK120

AN interesting modification to the Jaguar XK120 sports car has been carried out by the firm of Remfry Motors, of 362, Anlaby Road, Hull, for the private use of a member of the firm. A rear seat has been added to provide accommodation for three children, or for one child and one adult, and the owner declares that the alterations have not affected the performance or handling.

The rear squab and seat are of Dunlopillo, and the compartment has been upholstered in hide to match the rest of the trim. The hood frame has been modified substantially, and a plastic hood with large rear and side windows gives full weather protection and enhanced visibility. Luggage space has been little reduced. The two six-volt batteries have been replaced by a single, 12-volt battery housed under the bonnet on the left

side. The cost of the conversion has proved fairly high at £175, but it has included the new hood, new tonneau cover and new battery.



Above: The extra accommodation merges well in the lines of the car. Below: Extra light provision with the hood up is noticeable in this view



BOOKS RECEIVED

Racing Round the World, by Count Giovanni Lurani. Published by G. T. Foulis and Co., Ltd., 7, Milford Lane, Strand, London, W.C.2. Price 21s.

This account by racing driver "Johnny" Lurani of his active career during the years between 1920 and 1935, will be of great interest to all enthusiasts, as it paints a vivid picture of the racing scene at a time which the older generation now remembers with nostalgia, and the youth of today knows little about. The translation from the author's native Italian—by John Eason-Gibson—is excellent, for it retains the explosive and staccato force of Lurani's style, while at the same time giving few indications of the change from the colloquialisms of one country to those of another. Nowadays, Dott. Ing. Count Giovanni Lurani-Cernuschi—to give him his full title—is a respected motoring and journalistic figure of international repute; this book tells of his progress towards that goal.

Testing of High Speed Internal Combustion Engines, by A. W. Judge. Published by Chapman and Hall, 37, Essex Street, London, W.C.2. Price 75s.

A revised fourth edition of this well-

known work of reference which includes automobile and aircraft engines, both piston and gas turbine. The index is comprehensive.

Auto 1955. Published, in Italy, by Alfieri Editore, San Marco 746A, Venice. Obtainable in Great Britain from Motor Racing Publications, Ltd., 13, Conway Street, Fitzroy Square, London, W.1. Price 42s.

This annually published and unusually well produced book gives brief technical descriptions of all the world's cars. It is profusely illustrated in black and white on art paper and there are several coloured illustrations. In compiling a work of this size it is inevitable that there should be errors and these—very few in number—seem to be confined to the inclusion of one or two models which have, in fact, been discontinued.

An interesting section, illustrated by line drawings, shows the evolution of coachwork from the early attempts to replace the horse by a separate, wheeled and powered unit. The successive stages of development of various details—head lamps, luggage compartments and so on—are dealt with in detail and make an interesting study.

The Price of Petrol

PRICES charged for oil in European markets could be "significantly lowered without adverse effects on the further development" of production, according to a report of the United Nations Economic Commission for Europe. It alleges that the oil industry is subject to a cartel practice, operated in an attempt to fit prices into a world-wide pattern, and says "United States prices are the keystone of this world structure."

"The price paid for Middle East oil is tied to that of the United States. The wide divorce which persists between prices and production costs in the Middle East suggests that, if this link were severed, the prices charged on sales in the European markets could be lowered significantly without adverse effects on the further development of its crude oil production."

"There is no compelling economic reason for continuing to tie the price of Middle East oil to that of U.S. crude oil. Alone and unaided, the oil industry may find it impossible, however, to evolve a more rational price structure or pricing mechanism."

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby



Great drops

African Diary (continued)

I AM glad to have added the Victoria Falls to the list of sights that it has been my luck to see, and I think the airline pilots must be tourist conscious in making their circuit of the falls before landing and upon taking off from the local airport. Pens more able than mine have tried to describe the spectacle and failed, and I shall make no attempt to do so. The people of Livingstone, the town close to the falls, are only too well aware of their tourist attraction, and a good road goes to the edge of the cataract and over the slender bridge that spans the gorge just after the water has hurled itself down from above. Alongside it is the railway, and trains must cross the bridge at no more than 5 m.p.h. Just beyond is the rain forest, and the road through it is continually wet from spray falling in great drops like rain. Up from the gorge itself the spray flies vertically, impelled by a tremendous updraught which is presumably the expulsion of the bubbles from the aerated water. A grim illustration of the force is contained in the fact that the body of a man who fell over was stripped of its clothing by the time it was recovered, and the great force of the updraught had begun to tear the skin from the flesh. Certainly one could see points at which minor waterfalls blew upwards instead of falling down. An incredible spectacle.

Unflamboyant

A SUCKER for the tropics, I was saddened to learn that in February the flamboyant tree is seeding and



Morning glory

is thus a normally green-leaved affair, rather like an acacia, instead of the glory of vermillion that it is when in flower. Imagine a tree the size of an oak, as smothered with flowers as an azalea in spring, and with not a leaf visible, and you have some idea of the flamboyant, the glory of the tropics. Of course, the predominant colour of the Equatorial belt is green, and apart from the flamboyant you have to look for your blossoms. But when you find them they are enough to drive you into ecstasies, especially such things as water lilies. But gardening in the tropics must be unrewarding; we watched some great beetles, an inch and a half long and yellow and black patterned, eating the flowers of *Ipomaea coerulea*, the morning glory, at the rate of one every two minutes. It is true that *ipomaea* flowers die at noon, but to have them eaten between dawn and noon must be mortifying.

Now that the tropics have lost their dread for the white man I foresee more and more touring as they develop. The right idea was possessed by some Americans who had come up, admittedly by train, from the cruise liner *Caronia* at Durban in order to see the falls. They came up-river in a launch with us, to look, amongst other things, for crocodiles. It was great fun.



Like mad

Driven

AS one who is choosy as to who drives him in Britain, I cannot understand my equanimity with native drivers, some of whom are extremely skilful in a reckless sort of way. I suppose the sparsity of traffic helps, and also one is infected by the obvious enjoyment that the Negro extracts from driving. It is a gloriously slap-happy procedure, crashing along over indifferent roads, with every noise amplified by the open windows and punctuated every now and then by an angry shout from a pedestrian who has been forced to leap for life by the exuberance of his fellow-creature. With its stodgy implications, the word pedestrian is the wrong one for the African who walks the verges. He is usually lean, muscular and shining in his ebony, and the female of the species is as like as

not treading the regal measure that a load on the head dictates, while her dress is a garish collection of all the colours that clash in European eyes. Shades of Rider Haggard! It is *b'wana* over in the east as against the *sah* of the west, and to be driven by the native of either side is an experience.

Kalahari

FOR hundreds of miles between Livingstone and Cape Town the view from the air is of the reddish and pockmarked Kalahari Desert, and signs of life are few and very far between. I must look up my road book of Africa when I return to see if any motor roads cross it; for the moment I prefer to think that it remains one of the great lonelines of this interesting world. Roads are to be described as one nears Upington, and they thread their way south towards the Cape Peninsula, which suddenly becomes unmistakably visible with its cloth-covered Table Mountain.

It might be the Riviera, this part of Africa, and in some strange way it seems un-African; my Africa is still the romantic one of the oil palm, the mangrove swamp, the night scream of the crickets and the rocketing passage through the moist heat of a rickety car driven like mad by a native driver. Oh, yes, and the distant drum-throb with a rhythm as insistent in its effect on the brain as palm toddy.

Hats Off

ONE knows what the owner of the old car meant when he said to the owner of the new, "Your centre of gravity could walk under mine without even taking its hat off."

Lawrence

AS may well be remembered, I am one of the admirers of Lawrence of Arabia, and I do not think that the latest attack on him will do any harm to the reputation of a great man. One somewhat quixotic reason which I put forward for his greatness was his frank delight in speed on the road. Ever since the internal combustion engine was used for road transport, it has been a conceit of the pseudo-great to disparage the enjoyment of speed on the part of *de πωλλοι*. Not so "T.E." He loved that Brough Superior, and he revelled in high speed (over 100 m.p.h.) with it. He knew, also, with his tortured temperament, how high speed gives the sensation of flight from one's troubles, and he was not afraid to confess the belief. I still salute a great man.

SHOWROOM



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Choosing your new car is easier this year than it has ever been. More exciting too—because today's Morris combines unbeatable value with the beautiful styling and outstanding performance that renew your pride every time you drive.

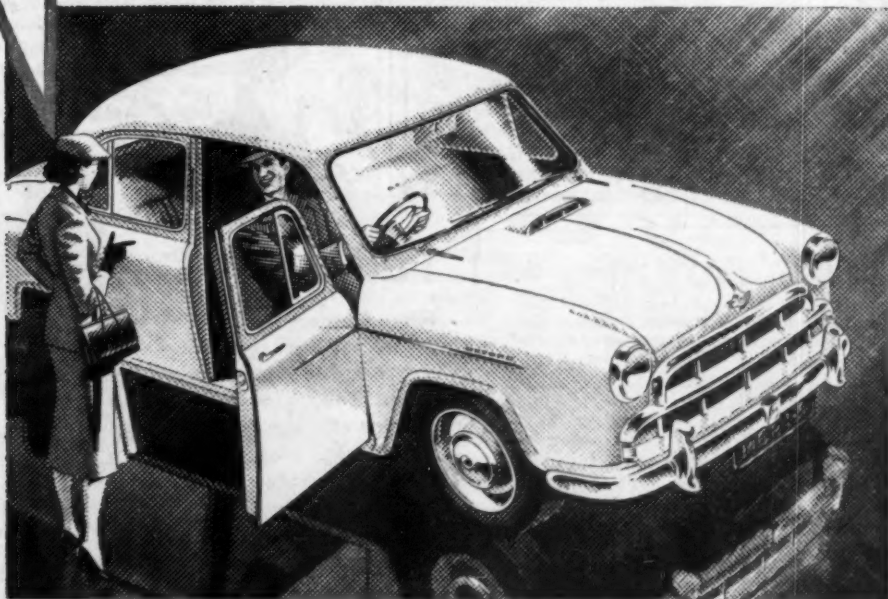
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The big, fundamental difference is the *extra quality* at every point of every feature of every Morris. In the bright coin of your motoring pleasure this means—all through the Morris range—finer engineering, increased power and speed, more roominess, comfort and amenities, safety glass all round, greater economy in running and maintenance year after year... and these are the things that really count.



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SPOILING THE SHIP...

CAN YOU CHANGE MY OIL RIGHT AWAY MR. DAVIS?

CERTAINLY, SIR. JUST DRIVE OVER THERE WILL YOU

WHAT ABOUT YOUR OIL FILTER ELEMENT SIR?

OH, THAT'S ALL RIGHT. I'VE ONLY DONE ABOUT 15,000 MILES SINCE I BOUGHT HER.

WHILE WE'VE GOT HER UP, LET ME SHOW YOU SOMETHING—I THINK IT'LL SURPRISE YOU

THIS ELEMENT, WHICH YOU SUPPOSED TO BE ALL RIGHT IS NOW USELESS.... NO USE CHANGING OIL AND LEAVING THIS IN. YOU SHOULD CHANGE PAPER ELEMENTS AT 5000 MILES—FELT ELEMENTS AT 10,000 MILES. THE ELEMENT IS YOUR INSURANCE AGAINST ENGINE ABRASION... DON'T SPOIL THE SHIP FOR A HA'P'ORTH OF TAR, SIR

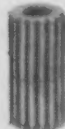
BUT SURELY THERE'S SOMETHING WRONG... THE CAR'S ALMOST NEW!

NO, IT HAPPENS TO ALL CARS.... NEW ONES ESPECIALLY. YOU SEE, WITH EACH PISTON STROKE—THERE ARE THOUSANDS PER MINUTE—METAL DUST GETS INTO THE OIL. YOU'D BE AMAZED HOW MUCH! AND GRIT INCREASES WEAR.... THAT'S WHY YOU NEED EFFICIENT FILTRATION TO KEEP YOUR CAR NEW—LONGER

TAKE MY ADVICE, SIR, CHANGE YOUR ELEMENT REGULARLY AND MAKE SURE IT'S A TECALEMIT ELEMENT—MOST CAR MANUFACTURERS DO! IT'S A GOOD PLAN TO TIE ON ONE OF THESE LABELS UNDER THE BONNET... BUT... OF A REMINDER FOR EVERYBODY



This is a Tecalemit scientifically treated paper element. It gives much finer filtration—micro-fine, in fact—so it must be renewed sooner. But then it's much cheaper!



This is the famous Tecalemit Felt Element.



This is the Tecalemit Replacement filter containing a paper Element. The whole unit is discarded and replaced.

T 530

TECALEMIT

Filter Elements are designed to give the greatest possible filtration area. They give your engine efficient protection against the grinding destruction of abrasive particles and so prolong its life while giving you a better performance.





The waistline is emphasized by a bright strip running almost the entire length of the car, and there are small motifs low down on the sides of the front wings, just in front of the doors. The three rectangular port-holes are to improve underbonnet ventilation.

Although the car is virtually a four-light saloon, the glass in the rear side windows is divided, the front portion being part of the rear doors, while the rear section is fixed to the body of the car.

The Autocar ROAD TESTS



No. 1558 : SUNBEAM MARK III SALOON

THE Sunbeam is a four-door four-seater saloon of compact overall dimensions, powered by a four-cylinder overhead valve engine that is large for the size of car. Weight reduction has not been made at the expense of detail fittings and equipment; the Sunbeam is one of the very few cars to have a sunshine roof as standard.

A Sunbeam saloon won the 1955 Monte Carlo Rally, and bearing in mind its sporting background and achievement, it is interesting to see how the Sunbeam Mark III performs

under *The Autocar* Road Test conditions. Although the outward appearance of the Sunbeam Mark III is almost identical with that of the Sunbeam-Talbot 90 Mark IIA road tested by this journal in March, 1953, performance has been improved by a number of minor modifications aimed at increasing the engine power output.

The Sunbeam has benefited as a result of sports car competition, and although no startling changes have been made since its introduction, with each model that has been tested there has been a noticeable improvement in one or other of the features which are appreciated by the enthusiastic driver. The latest modification has increased the b.h.p. from 70 at 4,000 r.p.m. to 80 at 4,400 r.p.m. The Laycock-de Normanville overdrive unit is available as an optional extra, and to obtain the maximum advantage from this installation, the 3.9 to 1 ratio rear axle is replaced by one having a 4.22 to 1 ratio on cars supplied with overdrive. Compared with the four-speed car, the overdrive model has improved acceleration, by reason of the change in gearing, while the 3.28 to 1 overdrive ratio permits high speed cruising at moderate engine speeds, with the recognized benefits of a reduction of wear and tear, and possibly a slight economy in fuel consumption if a suitable driving technique is adopted.

The Mark II, compared with the Mark IIA, is some 10 m.p.h. faster and has a mean maximum speed of over 90



In addition to the main air intake grille in front of the radiator, two additional grilles are provided for the intake to the carburettor and the fresh-air ventilating system. Combined direction indicators and side lamps are placed below the head lights. The additional driving light, in front of the radiator grille, is an extra

ROAD TEST . . . continued

m.p.h. Also, it has improved acceleration, as the table below shows:

	Mark IIA	Mark III
10-30 on top gear	12.2	11.2
20-40 " " "	12.1	11.4
30-50 " " "	12.7	11.6
0-30 through the gears	5.7	4.8
0-50 " " "	14.4	12.6
0-60 " " "	20.8	18.4

As to fuel consumption, the range of 24-32 m.p.g. for the Mark IIA, tested on Pool fuel, becomes 19-31 m.p.g. for the Mark III using first grade fuel.

The engine starts easily and warms up quickly even in very cold weather. It responds well to the throttle, and opens up cleanly as soon as it has reached the normal working temperature. Although the compression ratio is not unduly high, pinking was noticed on first grade fuels.

The Sunbeam has a conventional transmission system with a dry single-plate clutch and four-speed gear box, having synchromesh on top, third and second gears. The test car was fitted with the Laycock-de Normanville over-drive, controlled by a small switch on the centre of the steering wheel below the direction indicator control; it had the 4.22 to 1 final drive. This arrangement provides the car with lively top gear acceleration that is particularly useful when driving in this country, but it also reduces the third gear maximum speed to a little over 60 m.p.h., and it would be better if a little higher speed could be used in that gear. The steering column gear change mechanism



works well; it is positive, and enables fast gear changes to be made. The clutch, too, is well able to cope with the demands made on it during standing-start acceleration tests; it is light to operate, and there is not an excessive amount of pedal travel.

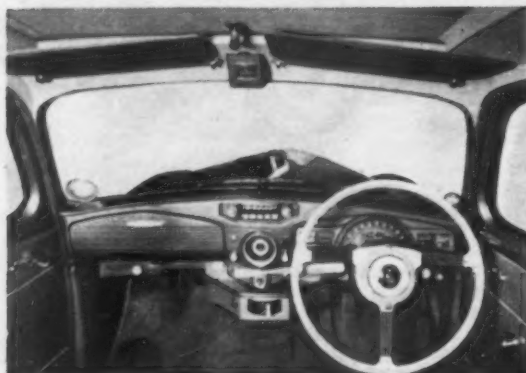
With an unladen weight distribution of almost 50 per cent on the front wheels, there is a tendency for the fully laden car to become slightly tail heavy, and to counteract the effect of this on the car's handling qualities it is desirable to increase the rear tyre pressures in these conditions. With the standard pressures of 24 lb per sq in front, and 28 lb per sq in rear, there is a tendency for the rear wheels to break away if the car is cornered quickly when carrying a full load. With two up, this effect was not experienced.

For high-speed driving it is recommended that pressure in both front and rear tyres should be increased by 6 lb per sq in, and the performance tests which involved higher speeds were carried out with these increased pressures. At low speeds with hard tyres, the ride did not seem unduly harsh, and if anything, the handling was improved.

With the tyres at the standard touring pressures, and the car driven two-up, the ride over all types of road surface was very good. Relatively little roll was experienced on corners, and the car did not pitch. The spring dampers provided a well controlled ride, but a noise sounding like damper squeak was experienced when bumpy road surfaces were traversed quickly, causing the dampers to move over a very large distance of their stroke. No damper fade was noticed even after the car had been driven for a considerable distance at very high speed.

The steering is light and positive, and road shocks are not transmitted back through the mechanism to the driver's hands. The number of turns from lock to lock—24—is satisfactory in that it enables the car to be manoeuvred very quickly in cases of emergency, and yet is not heavy for low speed manoeuvring.

In keeping with its lively performance, the Sunbeam Mark III has very good brakes, and under test conditions on a dry road a figure well in excess of 0.9g was obtained. No brake fade was experienced either on the road or during



The interior of the Sunbeam is neatly trimmed and well finished. As well as a folding centre arm rest in the rear seat, fixed outside arm rests are provided, and these are fitted with swivelling ash trays. There is a small fixed division between the two front seats, over the top of the handbrake lever, to hold the occupants firmly during fast cornering.



the performance testing, and there was no apparent increase in free pedal travel during the test mileage. To assist cooling, all brake drums are finned. The handbrake is effective, and the lever is placed between the front seats in a position in which it is readily accessible.

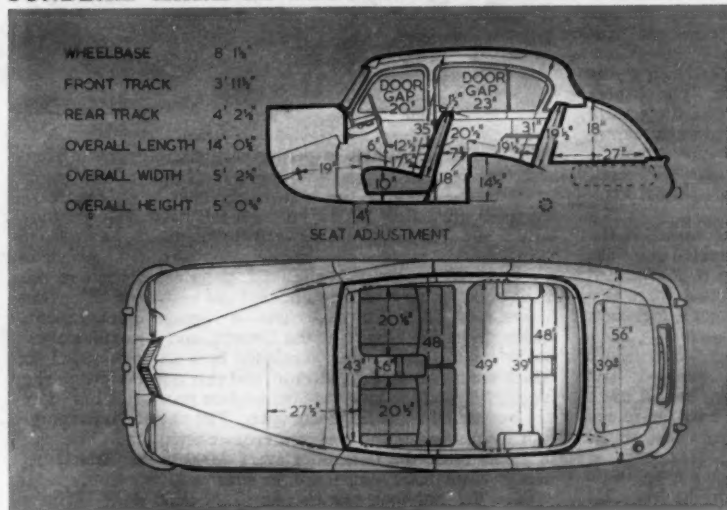
In designing the Sunbeam, the aim has been to provide a car with good all-round performance and compact overall dimensions—as a result there is less passenger space than in some saloon cars of comparable engine size. The front compartment, however, is well laid out, and the controls are so arranged that the car is comfortable to drive for very long periods. It would be even better if an extra inch of seat adjustment was provided on the driver's side, even though this might reduce the leg room for a rear passenger. The steering wheel is well positioned in relation to the pedals, and an organ pedal on top of the dip switch provides a comfortable rest for the driver's left foot. The throttle

pedal, too, is of the organ type, and is very comfortable to operate. It would be better if a little extra clearance could be provided between the clutch pedal and the foot rest, as the driver's shoe may catch on the rest when the clutch pedal is fully depressed. As well as the normal fore and aft adjustment, the angle of tilt of the driving seat can be varied to suit individual requirements. The seat itself is well sprung, and both cushion and squab give good support.

The driver has good all-round visibility, and the left front wing can just be seen. The rear view mirror is mounted at the bottom of the screen so that it does not obstruct the forward view; in this position it provides a satisfactory although not ideal field of vision. It would be better if the mirror were placed higher up the screen, and the area of the rear window increased; but repositioning the mirror might interfere with forward vision.

The driver has a very clear view of the instruments. Except

SUNBEAM MARK III SALOON



Measurements in these 1/2 in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

PERFORMANCE

ACCELERATION: from constant speeds
Speed Range, Gear Ratios and Time in sec.

M.P.H.	3.28	4.22	6.297	10.434	13.455
	to 1	to 1	to 1	to 1	to 1
10-30	15.7	11.2	7.3	4.8	—
20-40	15.6	11.4	7.2	—	—
30-50	16.8	11.6	8.2	—	—
40-60	19.1	12.6	10.2	—	—
50-70	23.3	15.9	—	—	—

From rest through gears to:

M.P.H.	sec.
30	4.8
50	12.6
60	18.4
70	28.6

Standing quarter mile, 21.4 sec.

SPEEDS ON GEARS:

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
Overdrive (mean)	91.12	146.64
(best)	95.0	152.89
Top (mean)	89.25	143.63
(best)	93.0	149.67
3rd	55-62	88-100
2nd	32-37	51-60
1st	22-29	35-47

TRACTION RESISTANCE: 30 lb per ton at 10 M.P.H.

SPEEDOMETER CORRECTION: M.H.P.

Car speedometer	10	20	30	40	50	60	70	80	90	100
True speed	10	20	29	37	46.5	56	65	74	82	92

TRACTION EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Overdrive	150	1 in 14.9
Top	205	1 in 10.8
Third	308	1 in 7.1
Second	433	1 in 5.1

BRAKES:

Efficiency	Pedal Pressure (lb)
97 per cent	75
77 per cent	50
42 per cent	25

FUEL CONSUMPTION:

20.8 m.p.g. overall for 537 miles (13.6 litres per 100 km.).

Approximate normal range 19-31 m.p.g. (14.9-9.2 litres per 100 km.).

Fuel, First Grade.

WEATHER: Damp surface, moderate wind. Dry surface for brake tests.

Air temperature 36 deg. F.

Acceleration figures are the means of several runs in opposite directions.

Traction effort and resistance obtained by Tapley meter.

Model described in *The Autocar* of October 8, 1954.

DATA

PRICE (basic), with four door saloon body, £795.

British purchase tax, £332 7s 6d.

Total (in Great Britain), £1,127 7s 6d.

Extras: Radio £35 5s 8d.

Heater £18.

Overdrive £45.

ENGINE: Capacity: 2,267 c.c. (138.2 cu in).

Number of cylinders: 4.

Bore and stroke: 81 x 110 mm (3.188 x 4.331 in)

Valve gear: overhead, pushrods and rockers.

Compression ratio: 7.5 to 1.

B.H.P.: 80 at 4,400 r.p.m. (B.H.P. per ton

laden 51.3).

Torque: 122 lb ft at 2,400 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 18.52.

Overdrive 23.81.

WEIGHT: (with 5 gals fuel), 27 1/2 cwt (3,121 lb).

Weight distribution (per cent): F, 49.7;

R, 50.3.

Laden as tested: 31 1/2 cwt (3,502 lb).

Lb per c.c. (laden): 1.54.

BRAKES: Type: F, two leading shoe;

R, leading and trailing.

Method of operation: F, hydraulic; R, hydraulic.

Drum dimensions: F, 10 in diameter; 2 1/2 in

wide. R, 10 in diameter; 2 1/2 in wide.

Lining area: F, 86 sq in. R, 86 sq in (110 sq

in per ton laden).

TYRES: 5.50-16 in.

Pressures (lb per sq in): F, 24; R, 28 (normal).

F, 30; R, 34 (for fast driving).

TANK CAPACITY: 10 Imperial gallons.

Oil supply, 10 1/2 pints.

Cooling system, 20 pints (plus 1 pint if heater

is fitted).

TURNING CIRCLE: 36ft 6in (L and R).

Steering wheel turns (lock to lock): 2 1/2.

DIMENSIONS: Wheelbase: 8ft 1 1/2 in.

Track: F, 3ft 11 1/2 in; R, 4ft 2 1/2 in.

Length (overall): 14ft 0 1/2 in.

Height: 5ft 0 1/2 in.

Width: 5ft 2 1/2 in.

Ground clearance: 6.7 in.

Frontal area: 18.9 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 51

ampere-hour battery.

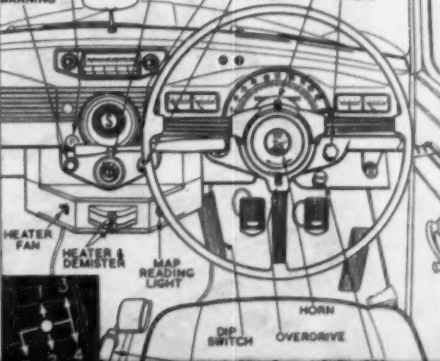
Head lights: Double dip; 60-36 watt bulbs.

SUSPENSION: Front, independent, coil

springs and wishbones. Rear, half elliptic

leaf springs, Panhard rod. Anti-roll bar position

front.





THE AUTOCAR,
11 MARCH 1955

The luggage locker floor is covered with rubber carpeting, and a separate lower compartment is provided for the spare wheel. The large tools are carried on a tray hinged to the luggage locker lid.



ROAD TEST . . . continued

for the clock, which is mounted above the windscreen, they are grouped in front of the steering wheel. To the left of the semi-circular speedometer (calibrated in both miles and kilometres per hour, and containing total and trip mileage recorders) are the fuel and water temperature gauges, with ammeter and oil pressure gauge on the right.

The switch for the self-parking, two-speed wipers is located to the right of the steering column. The wipers themselves are powerful and cover a wide arc of the screen. The remainder of the minor controls are placed in the centre section of the fascia, below the radio control unit, if this is fitted. They are grouped around a large circular "S" motif which can be replaced by a tachometer—an optional extra on this model.

Below the fascia, and on top of the central tunnel, is the heater unit with its controls. There is a concealed red light in circuit with the heater fan so that, when it is switched on, in addition to very effective interior heating there is a warm glow around the area of the passenger's toeboard. Another switch close to the heater controls operates a map-reading lamp placed below the glove locker. The heater effectively clears the windscreen and side windows, and on several occasions after the car had been left out all night during frosty weather, the heater cleared not only the screen but also the side and rear windows during the first six or seven miles of a run.

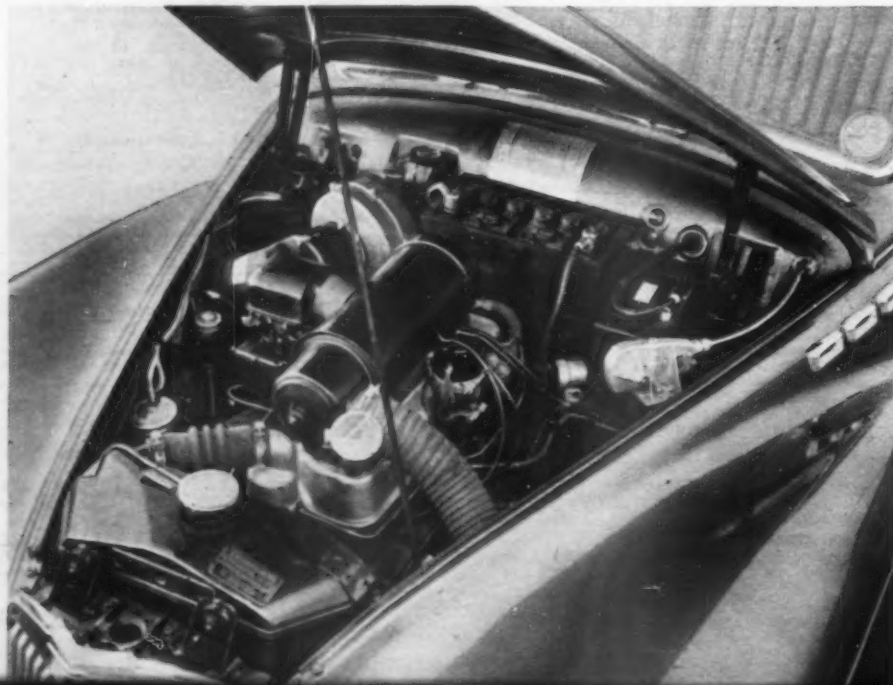
All the instruments are clearly illuminated; the lights do not cause reflection in the screen at night. On the Mark III the clock is illuminated.

Although the front doors are hinged on the leading edges, the rear doors are hinged on their trailing edges; because of the shape of the body the rear upper hinge is exposed, but is neatly streamlined, presumably to reduce wind noise. The

doors are large enough to permit easy access to both front and rear compartments, and there is plenty of passenger space in the front of the car. In the rear, both head and leg room are a little restricted for a tall passenger, particularly if the front seats are set well back.

In addition to an enclosed glove compartment—which is not fitted with a lock—in the fascia, there are pockets in the front doors and a small tray behind the rear seats. The rear locker is divided into two parts—a luggage compartment, which has a lid hinged at the bottom, and accommodation below for the spare wheel, enclosed by a movable panel on which are mounted the reflectors and rear number plate. The luggage capacity is moderate by modern standards, but more can be carried if the lid is left open. The chassis has twenty-four lubrication nipples; eleven require attention at intervals of 1,000 miles, the remainder every 2,000 miles. A starting handle is included, and there are four jacking points.

Like the previous models, the Sunbeam Mark III is a lively, neat and nimble sports saloon which caters for the enthusiast who requires a car of compact size. The car is also well suited to the needs of the town motorist where, again, its compactness considerably assists parking in crowded city streets.



The engine compartment is well filled by the power unit and its auxiliaries. The battery is placed centrally on the main bulkhead behind the air silencer. The heater fan and electrical regulator unit are located behind the carburettor, and to the right of the battery, while on the left side of the bulkhead there is part of the radio unit and the screen wiper motor. The filler caps for water, oil, and brake fluid are readily accessible, and the screen-wash bottle is carried on the right-hand wing valance, just behind the radiator.

The brilliant AUTOMATIC *Sapphire*



✈ FOR HIM

No gears to change. Just accelerate as the situation demands, and unobtrusively the correct gear engages to give the performance you want. And what a performance! From a standstill to 50 m.p.h. in 8.9 seconds. 75 m.p.h. and more in third. Over the 100 mark in top. All achieved quietly without fuss or effort. New servo-assisted brakes match the twin carburettor 150 b.h.p. output—just a touch and you slow safely and quickly. Cornering is silky and free from all roll. And you get 22 m.p.g. on the open road.

Not surprising that this brilliant car is so far ahead—it is designed and made by the same draughtsmen and craftsmen who build the Sapphire Jet, power unit for many of the world's fastest aircraft, including the new P.1 Supersonic Interceptor.

Arrange today to pilot the automatic Sapphire—you'll need no further convincing.

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**10W/30—gives
more m.p.g. and even longer engine life**

This additional grade in the Shell X-100 range has all the advantages that have made this famous oil the choice of millions of car-owners all over the world. It fights acid action, main cause of engine wear, so giving longer engine life. It keeps your engine clean and sweet running. And in addition, Shell X-100 10W/30 has remarkable new properties.

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Eliminates need for seasonal oil changes	✓

IMPORTANT: Shell X-100 10W/30 gives best results in four-stroke petrol engines in good mechanical condition. Like all the Shell X-100 range of oils it is detergent, and if you have not been using a detergent oil you are recommended to drain the sump after the first 500 miles on the new grade and refill with fresh oil.

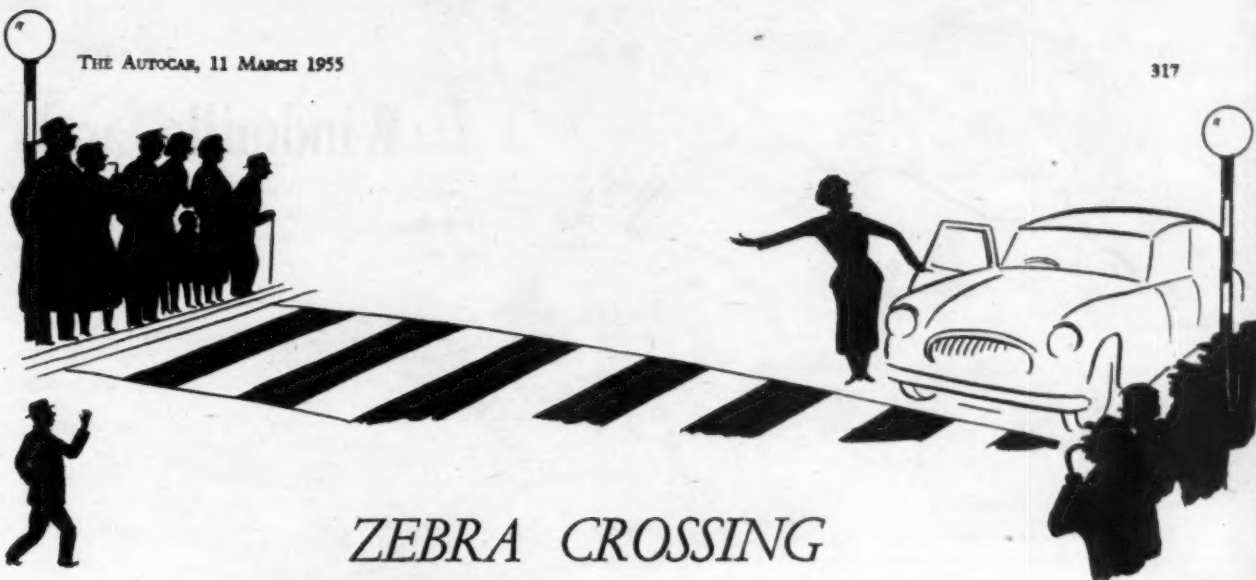
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Shell X-100 10W/30 is sold only in sealed tins.

for longer engine life

it fights acid action—main cause of engine wear



ZEBRA CROSSING

Sheep, sheep, cross over!
 The flashing beacons have flickered and blinked,
 I've beckoned and waved and whistled and winked;
 I've signalled and bowed and nodded and smiled—
 But no! they refuse to be beguiled:
 They won't cross over.

Sheep, sheep, cross over!
 They watch me with fearful and angry loathing:
 They think I'm a wolf in motorist's clothing.
 Wives clutch husbands and husbands grasp wives,
 Parents guard children from risking their lives.
 They think I will lure them just half-way over
 Then mow them all down as a scythe cuts clover.
 They won't cross over.

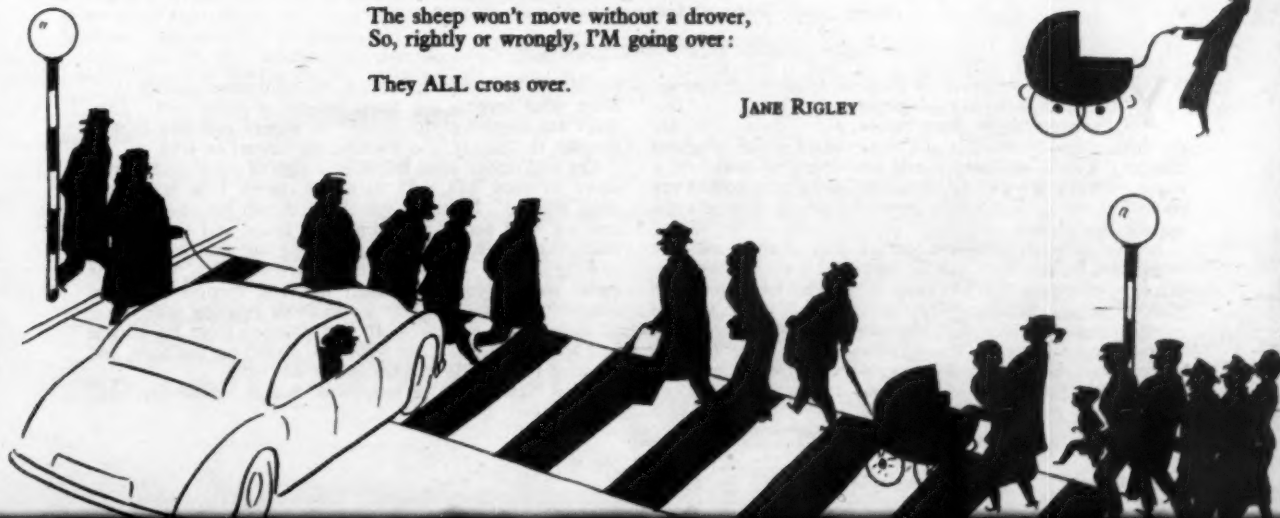
Oh, give me the ones that step off the kerb
 With a martial gait and an air superb;
 Or those whose pace is studied and slow
 As leisurely over the crossing they go;
 Or those who try, in a series of dashes
 To scuttle across between the flashes:
 They DO get over.

If I were a zebra, all black and white,
 I'd streak across like a flash of light.
 If I were a buck or a hartebeestie
 These folk wouldn't worry me in the leastie.
 If I had a stick, and a dog called Rover,
 I'd bustle them down to the Straits of Dover
 And PUSH them over . . .

The sheep won't move without a drover,
 So, rightly or wrongly, I'M going over:

They ALL cross over.

JANE RIGLEY



Windmills and

... THAT IS



Norfolk thatch, diamond window panes, pastel wash—a typical cottage

"YOU won't see much of Norfolk by the time you get there," was the discouraging family comment. "But I've never been there before, and I do want to see the Broads and Norwich and Cromer and the Sandringham district," I said stubbornly and sat down to work out a route. Of course, we had to cut out more than half of my route but—well, that is the best of touring, it whets the appetite for more.

It was raining when we started, and a shop assistant remarked gloomily that it didn't look as if it would ever stop. We headed toward Hatfield from north-west London and in Hertfordshire's winding ways the car had often to ford swollen streams which had helped themselves to low-lying tarmac for a temporary bed. Through busy Hertford, then Ware—here the level crossing gates were closed just past that sharp bend leading to the town—and we were heading

for Bishop's Stortford, to pick up northward-leading A11. Soon after leaving the town behind, a voice said: "Sh, don't say anything, but . . ." A watery sun had broken through the clouds, and we kept our fingers crossed.

Car and driver alike breathed a sigh of relief and settled down to enjoy A11, with its gentle curves, little traffic and good surface. It was a motorist's dream for fast driving, and we sped across the corners of Essex and Cambridgeshire, the countryside rapidly opening out into flat, foreign looking plains. Soon we reached Newmarket, where the street was crowded with early morning shoppers, and we stopped abruptly half way up to avoid running over a bag of buns which a local youth had dropped from his bicycle just ahead; the youngster went red, picked up the buns, and wheeled his bicycle quickly out of our way.

From Newmarket, an outpost of Suffolk, to the first large

Pigs, Hayricks and Round-towered Churches

THE COUNTY OF NORFOLK

By Shirley Carpenter

Norfolk town of Thetford, is less than an hour's journey. Scots pines began to join the lines of trees which acted as windbreaks in the otherwise unsheltered farmlands; they stood in cold green lines between the ploughed fields. Haystacks dotted the landscape, most of them half used, leaving bare, uneven blocks of hay exposed to the weather and to large black mottled pigs, who rooted at their base. Here and there batches of cars were lined up on the edge of the road, and these puzzled me until we saw men with guns stationed at the edge of a long field. Partridges, my friends explained; you get pheasants in the woods. Well, I have never shot.

"We shan't be able to see Norwich and any other part of Norfolk in the light," my friends gloomily prophesied, and I reluctantly agreed that we should leave A11 before reaching the city. So we turned left at Wymondham (pronounced "Windham" locally) and were glad immediately, for it is a delightful little town with narrow streets, clapboard cottages reminiscent of seaside fishing villages, and timbered houses. Glimpses of the abbey church from the road gave one a mild shock, for it has two towers, one at either end of the building. The Riley turned into side streets towards these towers, past a pretty inn sign—the Cock Inn I think it was. "Look for the inn signs in Norfolk," a friend had advised me, "they are mostly hand painted." Certainly we saw many delightful coloured signs on the journey, including an oil painted one of The Bull Inn, and a cheerful railway engine.

The wind whistled round the Scots pines as we entered the churchyard, and the towers were so high that I had to scramble down a wall, into a ditch, and across nearly half of the adjoining field (muttering "Oh, my stockings") before they would both come into the camera viewfinder.

Historic

Inside, the church was quiet and clean. I had time only for a quick glance at the beautifully patterned Norman arches, and the stone-carved figures of the font. A gleam of bright blue and gold from behind the altar caught my eye; this is a modern reredos, part of the first World War memorial, and behind it, but unsuspected from the inside, lies the ruined octagonal tower, built in the fourteenth century. The church has had a turbulent history, starting in 1107 with the founding of a priory, and one or two lonely, ruined archways in the vicinity bear witness still to the monastic origins. The present building incorporates part of a large Norman church built in the twelfth century, which had two towers at the west end, pulled down three centuries later and replaced by the single square one. The octagonal tower which remains at the east end was built in the fourteenth century in place of an original central one. I must go back one day and examine the hammer-beam roof, but now the sun was moving inexorably westwards, and it was time for us to go.

On the way out of Wymondham, making for East Dereham on B1135, we passed stacks of wood bundled and standing upright in the yards, for there are sawmills in the town. "There's a windmill," came the cry, and I craned my neck to see it over the flat fields and hedges which make up the landscape in this part of Norfolk. "Oh, look at those pretty cottages," and I turned the other way as we went round the corner, to see a row of cottages washed pink and red—colours which we would crayon into picture books as children. Again and again we came upon clusters of these cottages—some of them with television aerials—and, in the villages, protected by a large Norfolk church with its typical round tower and flat top, as strange to the eye as the different car registration numbers on the local vehicles.



"A black and white cow with long straws draped across her face stared at the car with resentment . . ."

There were children everywhere, waving to us as we passed, swinging a shopping bag between them, and dirty little gypsy boys walking the roads near a caravan encampment. Here a cock pheasant was strutting along the verge—it flew away long before we got there. "Very sensitive hearing," remarked the driver, "not a native bird. Imported from Greece." I took his word for it.

Kimberley behind us, the Riley continued on B1135, liking its good surface. Everywhere in Norfolk we found excellent roads, and even those of the lowest category and country lanes were in good condition and wide enough for comfort. It was agricultural country, and a black and white cow with long straws draped across her face stared at the car with resentment, which turned to panic when we stopped. Armed with camera, I started walking towards her, but after a few wary footsteps I tripped into a shallow drainage ditch, looking up to see the cow's four heels disappearing towards the other side of the meadow. Next we slowed for a horse, which was using the road for a zig-zag exercise; his rider guided him on to the edge, where he walked demurely until the car had passed. Just past Dumpling Green (I must mention that intriguing name) a railway line crosses the road, and we

" . . . two towers, one at either end of the building "



Windmills and Pigs... continued

"Reminding one of the house which was burnt down in 'Jane Eyre'..."



raced a puffing goods train to the bridge, going under it just as the bustling engine started over the top.

As one enters the wide market street at East Dereham, with its parked vehicles, the car passes under a picture sign stretched from one side of the street to the other. There are dates, a mounted huntsman and a deer. A huge American car nosed out of a side street, looking out of place in this small country town; we met many more during the afternoon, no doubt having some connection with the county's airfields.

With the clouds turning pink, we hurried on towards Swanton Morley, for we wanted to see Bylaugh, pronounced Beelow, and marked as a beauty spot. It was more undulating country here. Turning right into a side road before reaching Bawdeswell, we came to Bylaugh church, different from other Norfolk churches only because of an octagonal crenellated cap to the rounded tower. It is in a beautiful setting, between serious yew trees and the gently winding River Wensum. We went up the driveway which led to a ruined house on the hill opposite. It looked slightly pathetic, the ruined shell, standing there with its motto still visible above the porchway and reminding one of the house which was burnt down in *Jane Eyre*; its lines were classical, and the building looked fairly new. What had happened to it? Was it a war injury? I never have found out.

Nearby, some pigs and piglets were grunting about behind a fence; I went to look at them, and one piglet squeezed under the bar and followed me back towards the car. The faster I walked, the faster he trotted, until we were over

half way and then he took fright, backed round, and ran back to mother at full speed. There were pigs everywhere in the county; future bacon for Britain, I suppose.

With the perversity of all tour planners, I wanted to see Melton Constable, marked in the guide as "scenery, church," so from Bawdeswell we set out eastwards to find B1354 by way of B1145, B1449, Reepham, Cawston and Saxthorpe. A big full moon rose in front of us, though it was still light, and we passed a lorry, dropping twists of strawy manure which the tyres caught and threw with an irregular plopping against the bodywork. It had been raining recently on the Cawston road, and a man was trying to keep his newly bathed Sealyham from walking through a puddle under the trees, for woods now crept up close.

The Low Country

Cawston is a pretty village with a windmill, houses which show a Dutch influence in their curved gable ends, and a perpendicular church variously described as beautiful, magnificent and one of the best in the county. I made a mental note to come back to Cawston one day with plenty of time to spare.

The mist was rising from the ground and a large red sun hung from the south-east corner of a cloud the shape of Australia. We ticked off the villages, urging the car on to reach Melton Constable while there was yet light to see it. The Riley answered like the gentleman it is, and we arrived before the sun had disappeared. "I don't call this very beautiful," my friends said, and nor did I, for the road was dreary, there was no scenery, and we didn't even catch a glimpse of the church. Perhaps we should have turned into the side roads.

Disappointed, we switched the side lights on and turned for home, picking up A148 before Fakenham and following it almost through to King's Lynn. We passed pine woods, and a man who stood leaning on his fork, staring at the car with no expression on his face, neither contempt nor surprise. I looked longingly at the signpost pointing right to Sandringham as we passed, wondering if the church there had a round tower, too. "But it's supposed to be lovely scenery..." I pleaded. "You can't see anything now," was the reply, "and what about our rendezvous on the Great North Road? Don't you want any dinner?" I decided it might be a good idea, and we kept resolutely on.

Soon the road would join A149. The Riley followed a pre-war Austin Seven up to the junction and we watched fascinated while an enormous arm came out of the driving window, to tell us the owner was going right. We left him there, turning left ourselves, and soon came into King's Lynn. My last Norfolk memory is one of twinkling lights as we crossed the wide River Ouse. On the left the lit windows of a train on a railway bridge parallel to ours shone across the calm water, while from downstream, on our right, the lights of King's Lynn winked at us. An invitation to come again, perhaps? Yes, we would come again to Norfolk, when the days were longer.



Black and white contrast in Wyndham

Right: a wayfarer's guide provided long ago by private benevolence.
Below: skilful wrought-iron by a local smith

Below: a beautifully executed agricultural epitome



Signs of the Times



A finely carved Coronation sign at Castle Acre and, below, combined heraldry by Rutland and Leicestershire



ROAD signs are apt to be taken for granted, yet quite often they are worth more than the casual glance accorded them—the signs that denote county boundaries, for example. Complaints that the transition from one county to another is often difficult to trace might be answered by the cynic's suggestion that a plain hint is frequently given by deterioration in the road surface, but of late there has been a growing and commendable tendency to set up a variety of decorative marks, just as individual as the characteristics of the inhabitants—and everybody knows that a man from Suffolk bears no resemblance to a man from Yorkshire!

Diminutive Rutland co-operates cleverly with wealthy Leicestershire in the new bronze-on-concrete boundary marks. Perhaps dressed stone might have harmonized better than white cement, though the latter is more eye-catching.

Northamptonshire and Huntingdonshire admit no co-operation—in each case a "gallows" sign with good lettering and bright heraldry cuts across the motorist's vision over some 20 or 30 yards of intervening no-man's land. One wonders why they did not share a single sign. Kent goes one better with a similar display on a more elegant design of the "wayside inn" type.

These signs, naturally, are few compared with direction signs. The Teddington Hands signpost reminds one of an age when aids to the wayfarer came not from county councils but from private benevolence. The pointers on this, six in all, have lost much of their usefulness, situated, as they are, in the centre of a busy and confusing cross-roads, but, for all that, it is an interesting relic and a convenient landmark.

The second example stands at one of the quietest places imaginable and directs right and left to a "Green Road." It is included because it spells happy holidays and some of the finest walking in the south, with the Ridgeway striding along the crest of the Berkshire Downs.

Many villages proclaim their identity by a plain board; some, as in Bedfordshire, add a miniature of the county arms, which is pleasant. Best of all is the village that proudly advertises its individuality and something of its history with a well-designed sign of its own. Castle Acre recalls to the visitor the great 11th century Cluniac priory. The more-than-life-size lamb on a massive oak post at East and West Harling is a magnificent reminder of the East Anglian sheep-rearing tradition.

Inn signs are a special subject, not to be embarked upon lightly. Any departure from dull uniformity is to be welcomed, and I hit almost by chance on an excellent piece of craftsmanship illustrated here.

E. E. KIRBY.



Summer's heat, through a screen of cow parsley; the Green Road is the ancient Ridgeway. Below: Kent favours a "wayside inn" sign



NEW CARS DESCRIBED

INTRIGUING SMALL FOUR-SEATER

REAR-ENGINED NEWCOMER FROM THE FAMOUS ITALIAN



It is possible to accommodate a 6ft passenger on the rear seat of the new Fiat in comparative comfort. When the car is used as a two-seater the back-rest of the rear seat folds forward to provide extra luggage space. The floor is covered with moulded rubber matting and the seat covers are bright and cheerful.

extra bearing being provided for the lay-shaft. There is a universal coupling on the inboard end of the half shafts, and a rubber-bonded, splined bush connects the shafts to the rear hubs and absorbs torsional vibration. A transmission hand brake is employed, and all brake liners are bonded to the shoes, this method being current Fiat practice.

Three flexible mountings connect the engine-gear box unit to the body structure. Each rear hub is carried on a triangulated steel pressing, pivoted in rubber-bonded bushings at two points from brackets attached to the body structure; the centreline of these pivots lies at a considerable angle from that of the car. The resulting angularity of the rear wheels as they rise and fall causes a degree of "rear-end steering," which has been introduced to minimize the oversteering tendency which might be expected from a light, rear-engined car. Platforms at the apex of the suspension arms support the coil springs, through which pass the tubular dampers.

Front suspension is by a four-leaf transverse spring, and by single wishbones, each fabricated of three steel pressings. The spring is clamped between rubber pads in steel brackets at two points some distance apart, and the brackets are attached direct to the body structure. This has the virtue of being simple in design and, with little loss of flexibility, provides a greater degree of roll stiffness than would have resulted had the spring been centrally clamped to the main structure. No anti-roll bar is, therefore, required. This layout is basically similar to that employed on the latest Cooper chassis.

The worm and sector steering gear is similar to that used on the previous model 500C. There are only six greasing points;

THE Geneva Show, which opened yesterday, saw the introduction of an entirely new Fiat model. Known as the 600, it replaces the very popular 500C, which has been in existence in various forms since 1936.

The new car is extremely interesting, and has been in increasing production since early last month. It is 5in shorter and weighs a little less than the previous two-seater model 500C. Integral body construction is employed, and the engine and gear box and front and rear suspension units are fitted to the body shell from below the car on the assembly lines.

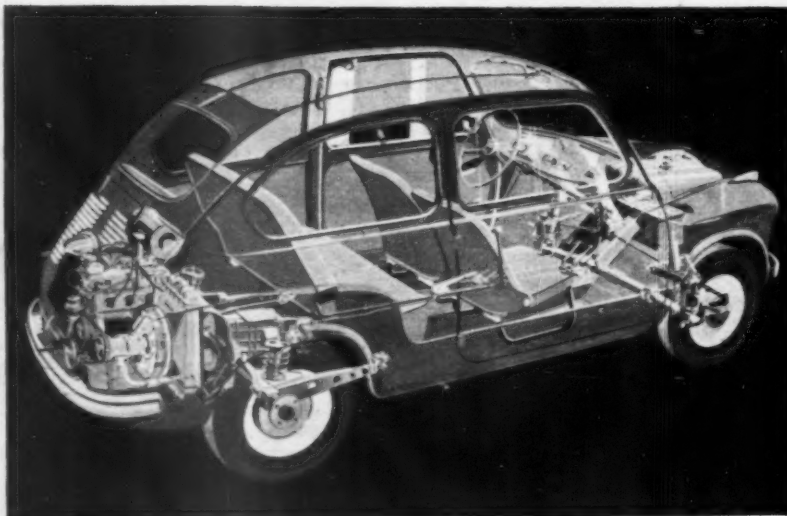
The over-square bore-stroke ratio of 60 x 56 mm enables high engine speeds to be employed with moderate piston speeds, and the three-bearing crankshaft is robust. The bearing caps of the H-section connecting rods, which use thin wall bearings, are attached by two bolts to the rods, and circlips locate the gudgeon pins in the light alloy pistons. There are two compression and one oil control rings. A gear type oil pump, driven from the camshaft, provides lubrication for the crankshaft bearings via transverse drillings in the shaft, and a by-pass oil filter with renewable element is bolted to the side of the crankcase. The pressed steel sump has a capacity of half a gallon.

The exhaust and inlet valves, which are inclined in the light alloy cylinder head, have diameters of .748in and .836in respectively. They are closed on the hardened seat inserts by single coil springs, and are opened by push rods and rocker arms. The lower ends of the push rods fit in tappets which seat direct on the camshaft. A double roller chain transmits the drive from the crankshaft. The single Weber carburetor is bolted direct to the cylinder head, and the mixture is fed through ports cast in the head. A mechanical petrol pump, bolted to the crankcase, is driven from the camshaft.

Water cooling passages in the cylinder block and head are generous. The belt-driven dynamo is mounted on the right-hand side of the engine, and a second belt from the dynamo drives the water pump and multi-bladed fan. The side-mounted radiator has a thermostatically operated shutter which enables hot air to be by-passed to the car heating system in cold weather.

From the dry single-plate clutch the drive passes over the differential to the four-speed gear box, which is of the countershaft type and has synchromesh on 2nd, 3rd and top. Top gear is an overdrive ratio which provides good cruising speeds combined with economical operation. As with other Fiat models, the first speed pinion is carried in the end housing outside the main casing, an

The ingenious arrangement of the power and suspension units. Controls from the driving compartment pass through the central tunnel to the engine and gear box



BY FIAT

FACTORY

these are on the king pin brackets and the split track rod.

Pedal and gear change controls pass through the rectangular tunnel along the centre line of the body structure, and this also forms a duct for the heating and demisting system. The body, fabricated from steel pressings, is very rigid, and there are wide door openings. The underside is coated with anti-rust material. The lid of the engine compartment allows plenty of room for adjustments to the power unit, and the spare wheel, battery and the filler of the six-gallon fuel tank, located in the front compartment, can also be reached easily.

Interior furnishings of this smart little car are simple but adequate. The backs of the front seats hinge forward to give access to those in the rear. There is a large pocket in each door, and sliding windows with draught deflectors are fitted. Luggage accommodation for a car of this size is generous; in addition to the front compartment there is space behind the rear seat, and if two persons only are carried, further luggage space is available by folding down the back-rests of the rear seats. Paint work and trimming of the body are very good.

SPECIFICATION

Engine.—4-cylinder, 60 x 56 mm (633 c.c.), overhead valves, chain driven camshaft. Compression ratio 7 to 1. Maximum b.h.p. 21.5 at 4,600 r.p.m. Maximum torque 28.9 lb ft at 2,800 r.p.m. Three-bearing crankshaft. Downdraught carburettor. Coil ignition. M.p.h. per 1,000 r.p.m. on top gear 12.79.

Transmission.—Dry single-plate clutch. Overall gear ratios: top 4.88, third 7.13, second 11, first 18.2 to 1. Hypoid bevel final drive, ratio 5.375 to 1.

Suspension.—Front, independent, transverse leaf spring and single wishbones. Rear, independent, coil springs and wide angle semi-trailing links. Telescopic hydraulic dampers front and rear.

Brakes.—Hydraulic, drum diameter (front and rear) 7.28 in., width (front and rear) 1.18 in. Lining area 33.5 sq in front and rear. Transmission parking brake on rear of gear box.

Steering.—Worm and sector, two-piece track rod. Turning circle 28 ft 6 in.

Wheels and Tyres.—Steel disc wheels; tyre size 5.20 x 12 in.

Electrical Equipment.—12-volt, 28-ampere-hour battery.

Fuel System.—6-gallon tank, mechanical fuel pump.

Cooling System.—Side mounted radiator, water capacity 7 pints, centrifugal pump and multi-bladed fan.

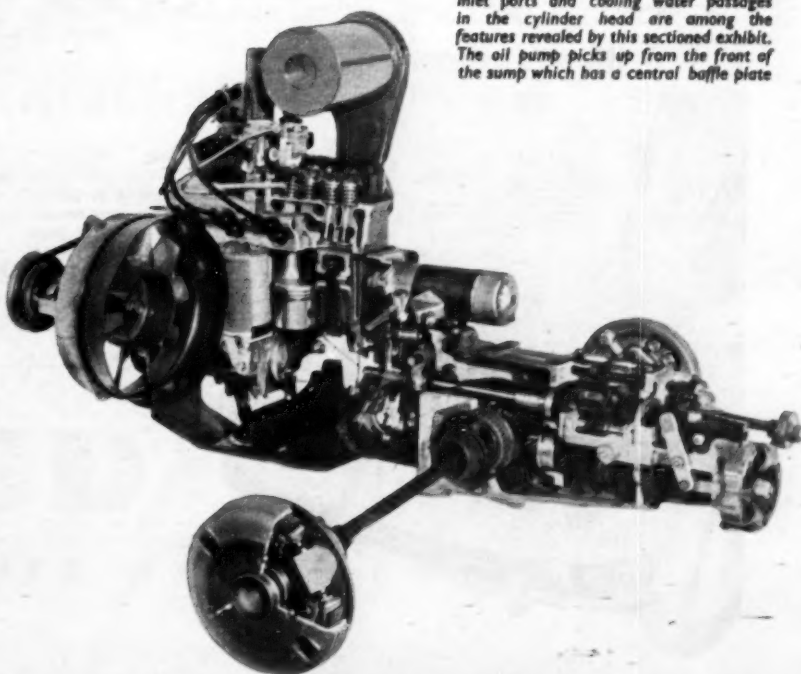
Main Dimensions.—Wheelbase, 6 ft 6 in. Front track, 3 ft 9 in, rear track, 3 ft 8 in. Overall length, 10 ft 6 in, width, 4 ft 6 in, height, 4 ft 4 in. Weight, 11½ cwt.



A large window area and the wide doors are immediately apparent. A direction indicator is placed on the top of each front wing and there is a modest use of plating



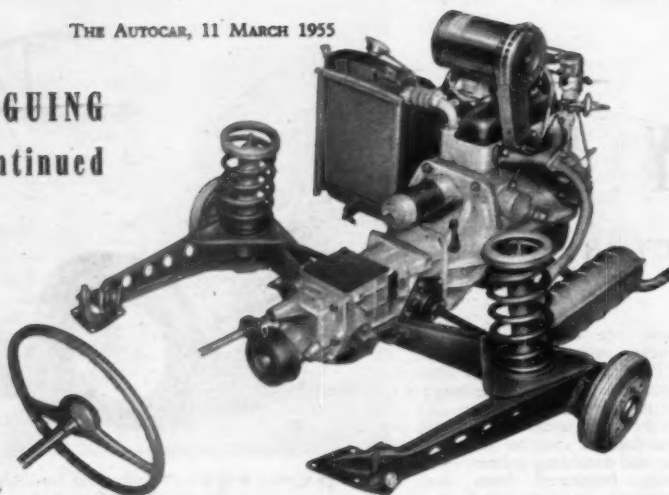
Inlet ports and cooling water passages in the cylinder head are among the features revealed by this sectioned exhibit. The oil pump picks up from the front of the sump which has a central baffle plate



FIAT PRODUCE INTRIGUING SMALL CAR . . . continued



Heated air for the induction can be drawn off the exhaust manifold, which discharges into a pressed two-piece silencer with short tail pipe. The rear suspension links have rubber bonded bushes and the whole unit is easily serviced. The front suspension is simple but ingenious; main braking stresses are taken by the wishbones



steer is noticeable in this fully laden condition, but not markedly so, the steering is light and accurate, and hairpin bends can be rounded quite quickly.

The car was driven off the snow-covered tarmac of the winding mountain road and taken up a narrow rock-strewn path which has a gradient of approximately 1 in 7. This it negotiated without falter; the severe unevenness of the surface was not felt by the occupants and there was no kick back on the steering wheel. At the top of the path there was no outlet and it was necessary to turn round in a space little wider than the overall length of the car. This was done with comparative ease.

At the speeds involved during this short test, the rear seat passengers found it desirable to make use of the grab handles fitted above the windows. There was, however, no objectionable heeling over, and only on an icy surface did the back of the car tend to swing. The method of front suspension combines flexibility with firmness on corners. On this particular car the brake pedal had a fair amount of travel, but during the rapid descent of the mountain road there was no trace of brake fade. The transmission brake, mechanically operated, provides valuable stopping power in the event of a failure of the main hydraulically applied braking system.

ROAD IMPRESSIONS OF THE NEW FIAT

DRIVEN at first by Carlo Salamano, one time Grand Prix exponent with Fiats, and now in the Test Department, the 600 was taken from the factory into the mountains which Fiats are so fortunate to have on their doorstep as testing grounds, in addition to the long stretches of straight roads so familiar to motorists in Europe.

Carrying four adults, the 600 wound

its way up past the snow line and above the clouds into the sunshine at 3,600 feet. The engine, made to work hard, pulled the load without fuss, first gear not being used during the ascent. There was no sign of overheating, and the little power unit appeared to revel in its treatment. Returning by a similar route gave one great respect for the handling, suspension and steering of the 600 Fiat. Over-



Accessibility is a feature of the rear engine location. Oil level dipstick and fuel pump are located on the left side of the crankcase and the ignition coil is in the right top corner of the compartment

Smooth and Silent

A noticeable feature of the car is a lack of wind noise and vibration at maximum speeds. The engine will pull away quite happily in top gear from about ten m.p.h. with a full load, and accelerate smoothly from this speed. The clutch action is light, and the gear change, by the short, stiff lever, very quick and pleasant. Visibility from the driving seat is good, and the screen pillars are of modest dimensions.

There is room for large feet on the control pedals, which are not scaled down to the size of the car as so often happens in examples of this nature. When changing gear, the driver tends to contact the passenger's elbow if both wear heavy overcoats.

The mounting of the radiator alongside the engine permits a very reasonable amount of leg room in the rear passenger compartment, which is easy to reach through the wide doors. The angle of the seat backrests is good, and provides comfortable support. The new Fiat promises to be an intriguing car with a future.



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THE CARAVAN SEASON OPENS

By
JOHN
YOXALL

In its native surroundings. A Thomson Almond, built in Falkirk, passes by Loch Maree in the Scottish Highlands



ONCE more the days begin appreciably to lengthen and the vernal equinox is only just round the corner—another way of saying that once more the time has come to take the caravan out of store, complete the spring refit, plan the projected journeys and decide, from club programmes, what meets are to be attended.

The soloist, of course, will find his own special sites and, perhaps, wend his solitary way through the wilds of Wales or the Scottish Highlands, but the more gregarious will plan their enjoyment together. The British Caravanners' Club season opens with an "Early Birds" meet at Hindhead, where the vans can be sited in most lovely surroundings, near pleasant walks in the Punch Bowl area.

Over Easter there will be a National Meet at Overstone, Northamptonshire, and later in the year there will be organized meets in connection with the bumping races at Cambridge, and Henley Regatta. Henley is always worth the journey, if only for the fireworks on the Saturday evening. Weekend meets will continue throughout the summer, one of the last events being the "Feast of the Lanterns" in September at Abingdon, a few miles south of Oxford.

The Caravan Club also will have its spectacular gatherings, including the second British Caravan Road Rally over the weekend of May 13 to 15. In this sporting event entries, limited to 125, will leave from five starting points—Luton, Bristol, Peterborough, Nottingham and Carlisle—and, after a 200-mile night run, converge on Aintree, where track tests

will take place, followed by a further road section and a hill climb. The track tests will include fast towing, acceleration, braking and reversing. The Rally will end with a *concours d'élégance* at Southport on Sunday, May 15.

Over the Whitsun weekend the Caravan Club will hold its 1955 National Rally at Spetchley Park, Worcester. This will probably be the largest caravan meet ever held—about 1,000 vans are expected to be there. The Caravan Club will also be at Henley; the two clubs are usually in adjoining fields on the same farm. Another popular C.C. meet is the week spent at Southsea.

For the fisherman who likes a riverside site there come to mind three particularly attractive meets—the first at Priory Farm, Kerne Bridge, by the side of the Wye, on May 7 and 8, the second on the Thames at Harleyford Manor, near Marlow, Buckinghamshire, a fortnight later, and the third, at Fairford, Gloucestershire, coinciding with the famous Fairford Fair, a 200-year-old event which boasts an outsize in firework displays. If one likes horses and beautiful fashions as an adjunct to caravanning, then provision is made with a meet in connection with Royal Ascot.

For more adventurous spirits a trip abroad amply repays the trouble and expense. For a party of four it costs roughly £10 per head to take a car and caravan across the Channel and back. The amount of money spent while overseas is largely a matter of personal choice, but for the family man with the necessary leisure, a month can be spent abroad for

THE CARAVAN SEASON OPENS . . .

A 1955 Berkeley Cavalier behind a Wolseley 4-44 makes a very attractive outfit



In the new Argosy 15 the centre kitchen is close to the dinette and is completely enclosed when not in use

rather less than that charged by travel agencies for the more orthodox 14 days' Continental holiday.

An easy way of making a first Continental trip is to attend a meet of one of the French caravan clubs—such as the A.C.C.C.F., the headquarters of which are at 15, Rue du Faubourg, Montmartre, Paris 9. Another is to attend the International Rally, held each year in a different country—this year from July 29 to August 8 at Saarlouis. Over 1,000 caravanners took their outfits overseas last year.

Those who contemplate purchasing a caravan this season should make a clear decision of the purpose for which a van is required. Generally speaking there are three categories: the caravan which today takes the place of the pre-war seaside or country cottage; one which is static for most of the year, but is moved for the summer holidays; and the entirely mobile van, kept as near home as possible and used every available weekend.

For the first category the choice is wide. There is no need to relate the caravan to one's private car, because it will be moved only once or twice a year at the most, and this can be done by one of the many professional towing concerns. Perhaps the features most desirable in the "cottage" van

are the obvious ones—roominess, comfort and sound construction.

Do not forget, however, that aluminium is likely to suffer if continually exposed to salt-laden sea air, and under the same conditions especial care is necessary to combat rust eating into the chassis which, being out of sight, is usually also out of mind.

In the second category more care must be taken in selecting a van because the presumption is that the owner's car is to do the towing, and it is wise to keep within reasonable weight and dimensions. It is frequently this type of van that causes so much annoyance on the crowded summer roads, creeping along at a snail's pace and swaying all over the road. Unless a very powerful car is available for towing, it is advisable to keep within a length of 16-17ft, and a weight not greatly exceeding that of the car.

The more sporting fraternity have to make their selection with great care. Here weight and towing characteristics can make all the difference between an outfit which is a pleasure to drive and one of which every tow is a misery. A properly proportioned caravan outfit is a delight to drive, and judgment must not be influenced by the many ill-proportioned outfits to be seen on our narrow, winding roads.

The regulation restricting maximum speed to 30 m.p.h. is largely the excuse for these ill-matched outfits, owners thinking it not worth while striving for perfection with such a regulation in force. Speed, however, is but one aspect—acceleration is equally important, the deadweight of an over-heavy van making an outfit a penance to the driver in traffic or in hilly country.

Desirable features in the towing car include a low bottom gear to cope with restarting on a hill and a fairly small turning circle to obviate unhitching when an acute turn has to be made in a restricted area; an extra leaf in the rear springs is sometimes an advantage. A fair proportion of weight over the rear wheels is likely to assist in preventing snaking at reasonable speeds.



Cotswold arrival. A Standard Vanguard-Cheltenham Eland outfit finds the gate at Moor Farm, Fairford, a trifle narrow

The most important consideration when buying a truly mobile caravan is the relation of weight to that of the car. The ideal is for the van to weigh not more than 75 per cent of the weight of the towing vehicle, but in attaining this ideal there are traps for the unwary.

Apart from disregarding airy descriptions specifying this or that van as "suitable for towing with a 10 h.p. car," no notice must be taken of the "unladen" weight painted on the hitch. This means nothing; unladen weight has never been specified—it can refer to anything from the bare chassis to the complete van less one's personal effects. Ask for a true ex-works weight and to that figure add, say, two hundredweight for personal belongings.



Some British participants in last year's International Rally halt their Triumph Renown-Carlite Continental outfit for a roadside luncheon a few miles from Innsbruck in Austria

If the above points are adhered to and the van itself has good characteristics, then towing up to and beyond the 50 m.p.h. mark should be both comfortable and safe.

The details which affect the running of a caravan on the road are numerous. Obviously, if the wheels are out of line—and such things have been known—a return to the manufacturers is the only answer, but when making a selection one can, for instance, see that all the heavy furniture is not on one side, especially the near side. Another point is that for good towing, and to avoid an excess of pitching, it is better that really heavy objects should be grouped as near the axle as possible.

The axle, to ensure stability, must be slightly aft of the centre line, but this, with the placing of heavy furniture in front of the axle, can produce an undue nose weight. While increasing the nose weight will make a van tow more steadily, it is harder on the towing vehicle. An absolute essential is that the hitch is at such a height that the van is quite level when in the towing position.

There is at the moment a fashion for end kitchens, but this should not be given undue influence—for the more static vans it is obviously the

In the lighter range of car and caravan the new four-berth Eccles Bounty behind an Austin A.40 provides a well matched and economical pair



Continental caravanning. A meet held by the Auto Camping and Caravanning Club de France on its own site at Vaux Nauzan, near Royan, on the Bay of Biscay

right place but, in the more mobile types, it is better for the kitchen to be nearer the axle.

One of the great joys of caravanning is experienced every fine morning when breakfast is taken with a warm sun shining on the breakfast table. This, however, can conveniently be achieved only if the van can be sited with the dinette end facing a little south of east, and yet having the door facing north-east—that is to say, to the lee of the south-west wind which prevails for most days over the British Isles. If in relation to this requirement the layout is "inside out," one is left with the choice of either having meals at the cold end or having continuous bother with the wind slamming the door or blowing out the gas.

From the foregoing it is evident that selecting a suitable van has some difficulties, but it is fair to say that nearly all the reputable manufacturers have already solved these problems for the prospective owner. British caravans are renowned the world over for their design, workmanship and durability, and, in addition to being such excellent value in themselves, greatly increase the value of the car to the owner.



PROFILE:

Modifications for Express Work

have it rebuilt, improving those of its features which I had disliked.

A 1951 Prefect saloon chassis frame seemed a little flexible for an open body; it was, therefore, reinforced under the side members with angle steel, tapering off gradually to zero at the ends where cross members provide mountings for the transverse springs. Reinforcements should never end suddenly, for points of maximum stress are created at the ends of the stiff part. The inside of the frame, and the added angle-steel, was further reinforced by thin welded plate.

The rear end of the old 1938 body, still sound and newly painted, fitted well on the new chassis. So did the new, full-fronted Prefect bonnet and wings—when the scuttle had been built out a little with tin solder to meet the bonnet top. But the space between scuttle and rear end was, mysteriously, longer than it had been, and the doors no longer fitted properly.

"We will have an enormous clearance, draught-sealed with thick sponge rubber strip," said the garage manager, who knew open cars, "and this will be the only tourer of which the doors don't chatter."

They didn't; but their tendency to fly

Near Askrigg, Yorkshire. The moors and dales of this county are a favourite ground of the owner. Below: Having penetrated to N.W. Spain, the car takes a rest in Tossa Del Mar, a charming seaside village. A little slow on the long way South, a little worn in climbing the Pyrenees, the small Ford was at home on the rough, unmade country roads of Catalonia

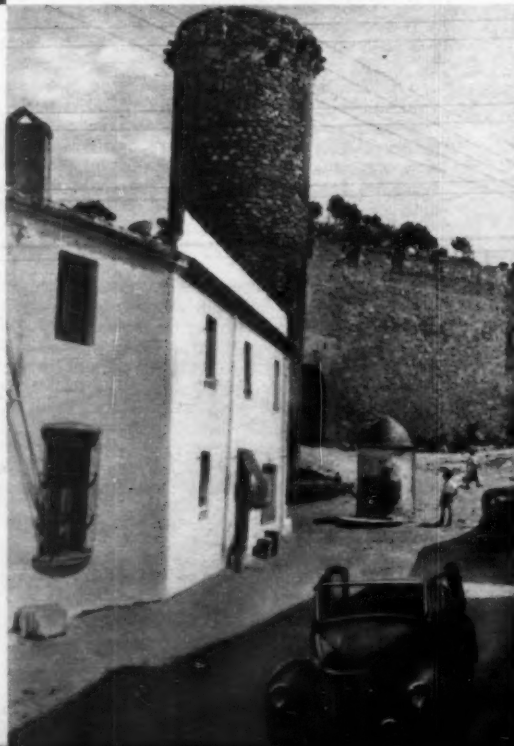
NOTHING can be more important about a car than that it should match its owner's needs. A small single man is misplaced if he sits within two tons of limousine, glooming about the fuel consumption; the fast traveller is dissatisfied if he is dragging along some sluggish car, like Roger Bannister taking an Aberdeen terrier for a walk; and the quiet man is absurd when promenading in some tiger of the roads.

In 1939 my motoring was pottering in the country, incessant personal taxi work, and driving to London. I had owned a variety of cars, from a vintage 3-litre to a small car bought from a French scrap yard; I was broad-minded. An available £100 went into a 1938 Ford Ten tourer, mileage 8,000. I knew that it was, to a purist, an awful little car, but it was honest. I loved it, especially when it was showing its prowess in the narrower and rougher lanes.

After being laid up during the war, smothered in wax and Vaseline, and with the beechwood body frame poisoned with preservative, it returned to its normal life and an annual mileage of some 8,000—less while petrol was restricted, although I had a business allowance.

In 1950 a change in my circumstances, and the car's, took place. We became long-distance business motorists, and not such good friends. As a long-distance express, the model was—to speak plainly—a bouncy buzz-box. That cruising speed in the middle forties was not only slow but noisy. Major overhaul was due, and it became pressing in 1951, when a large vehicle crumpled the front panelling and the front of the chassis; the insurance company wrote the car off completely.

Well, the car shortage was at its worst, and there was, in any case, a great dearth of inexpensive small open models. So I decided to



FORDSON MINIMUS

Good M.P.G.—and Jeep Activities

By J. R. DAVEY

open at awkward moments, always a possibility in the old Ten tourers, was marked. The later fitting of vast, chromium-plated carriage locks, railway type, obtained from a commercial bodybuilder, cured this trouble, although the doors need a terrible slam to close them.

Body development continued at home, with the construction of safety glass sidescreens. Those on the front doors are removable, and so mounted as to be rubber-insulated from the car and door-closing shocks. The glass is in two sections, sliding in felt-lined, plated channel. The screens close upon sponge rubber on the windscreen pillars, and on the permanent central pillars which are the front edge of the fixed rear screens. There are quarter-round edges and rain channels on the top rails of the rear windows; and similar but easily detachable rails join windscreen and centre pillars.

The p.v.c. hood has no frame, its hoop ends resting on the rails, and it has elastic edges which fit into the rain channels—a snug roof, in fact. I can put it up, but I don't know if a stranger could.

This disorderly experiment in coachbuilding surely makes the car no longer a tourer but—more imposing word—a convertible? Yet I do not think the legendary Joneses will feel that they "have been kept up with."

A large and comfortable pair of Ford Pilot V8 seats was obtained, second-hand. Then there is a new fascia. Obscure electrical trouble behind an impenetrable façade of thin brown plastic led to my breaking my way in with a carpenter's hammer, while suffering from what can only be described as a fit of naughty temper. It was replaced by a varnished and polished Iroko hardwood fascia (a sort of African teak substitute). So you will realize that the eyes, as well as the other end, have momentary illusions of grandeur. How comfortable those V8 seats are on very long journeys!

Surprisingly Roomy

The front compartment was trimmed with well-fluted and padded p.v.c. The rear compartment is still untrimmed and empty, as an enormous space for marine and other junk, although on occasions a surprisingly roomy and comfortable nest for passengers can be provided with rugs and cushions. This knocks spots off normal small-car rear seating, I think; but fold-down seats, with backs forming an extension of the luggage locker floor when lowered, are intended.

We can leave the body with a note on styling. The rear view looks, as it always did, like that of a covered wagon on the Oregon trail; the front is that of a Ford Ten, so that other drivers won't let it pass. The side view, in the manner of the nineteen-thirties, is an assortment of bulging curves.

Then, cars must have been subject to designers' lingering, Freudian fixations about the buxom Gaiety girls of Edwardian days, and the ample black-satin curves of the barmaids of that well-nourished age; the diamond brooch saying "Baby," on the bosom, was sublimated as the chromium grille.

Readers who know the old small Fords will have been impatient at all this—"He thinks to surround himself with comfort, and luxury, even. But what about the way he is bounced about?" Well, the suspension is modified. Powerful Andre TE2 dampers, with oil-immersed friction plates, prevent bounce. At the front, the knocking of the chassis by the front axle at good speeds on indifferent roads is frustrated by special rubber stops. They are hollow rubber barrels of German origin, sold in this country under the name Aeon, and constitute an auxiliary suspension. The suspension is a little too firm in lanes and residential roads; not bad at speed on poor roads; very good at speed on main roads; and excellent on open corners. In fact, one of the better Vintage suspensions. But my experience of i.f.s. and



The original version, engaged on a little Jeep work on an unmade road. The model's transverse suspension is very well suited to this sort of thing

full de Dion back ends is that they are a far, far better thing than what I have.

Good steering and a light, direct ratio were spoiled by sideways "wag" of the axles on transverse springs and shackles; but it is well known that Panhard rods, sold by Ford dealers as "stabilizers," cure that. My nose-heavy car has natural understeer and—for complicated technical reasons—natural oversteer, at war with one another. This makes neutral balance undesirable. Tyre pressures decide the issue, and I run at 26lb front and 28lb rear, giving a moderate understeer. When pushed too hard on a wet surface, for experimental purposes, the car goes into a nice four-wheel slide. On a wet road, therefore, an emergency produces neither a refusal to turn nor a tendency to spin.

The centre of gravity, lower than that of the saloon, and dampers which prop up the corners, make the car stable. The Girling brakes, with their true, cast iron drums, are strong and even and have a very slow rate of wear.

I have dealt with comfort—or what I call comfort, for I am not exacting—and road holding, about which I am very fussy. Performance remains.

As I am a business motorist, covering a large annual mileage, the economic factor predominates. I wanted a long-life engine with a small fuel consumption, and a performance in which the main factor must be a high but easy cruising speed. A 60,000-mile life, cruising at 60 m.p.h., and 40 m.p.g. when averaging 40 m.p.h., seemed, as a target, to provide nice round figures.

I had noted that high geared small cars were 7-8 m.p.g. better than normal in fast work; but I knew that my engine would not pull a high top gear on Pool petrol. The introduction of Premium fuels made possible an increase of power, solely to make practicable the use, in this case, of a high gear.

An Anglia Eight head (only £2, second-hand) was polished, paying attention with a measuring glass to equal size of combustion chambers. On the Ten engine, this made the compression ratio 7.6 to 1, and harder plugs (KLG S80) were fitted. Shell petrol suited this head, and maintained perfect plug colour, with a radiator blind-controlled running temperature of 85 degrees C.

While using the last of the life of the old 5.5 to 1 axle, I



A frameless convertible hood, with hoopsticks only, has replaced the tourer hood. Its edges are elastic-loaded, and fit into channels above the windows. It is more draught-proof than the tent, which is mild praise. Process artists seem to have removed two hood wrinkles

FORDSON MINIMUS . . continued

greatly enjoyed the sparkling performance. The car would climb a 1 in 11 hill in top, with corresponding acceleration on the level. But the cruising speed was still little more than 45 m.p.h., generally agreed to be right for the model, and I do a great deal of motoring on good and quite clear roads. Fuel consumption was as poor as 30-32 m.p.g. on long journeys, driving hard.

The substitution, in due course, of a 4.7 to 1 Dellow crown wheel and pinion, and 4.75-17in tyres for 4.50-17in, had remarkable effects. Acceleration fell off, but not much at higher speeds, while at moderate speeds the higher middle gear provided lively acceleration up to 40 m.p.h.; speeds and fuel consumptions quoted are corrected for speedometer and mileometer errors.

Cruising at 55 m.p.h.

The same r.p.m. which had previously given 45 m.p.h. on top at a little over 3,000 r.p.m., now gave 55 m.p.h. It is at that speed I cruise, for the economical Zenith is still hissing and in mean mood. Although 60 is a nice, round figure, it requires a disproportionate increase of throttle opening and mixture supply, indicated by the characteristic throb.

The fuel consumption is regularly and accurately measured. For runs cruising at 55 m.p.h. and averaging 40, it is little more or less than 38 m.p.g. In more leisurely motoring for pleasure, over shorter distances, and even when using the former cruising speed of 45 m.p.h., it rises well above 40 m.p.g. Over any long period the total fuel consumption is over 40 m.p.g. Coasting in neutral, and other economy techniques, extend the range upwards, of course, and a freak 60 m.p.g. is not very difficult with a modest average speed; but I never bother to use the full treatment.

Besides high gearing and high compression, there are other economy factors—there is no single Patent Pink Pill for efficiency. The baffle silencer had proved, in test with a tapping and dial pressure gauge, to cause a maximum back pressure of a modest 3lb. Its decease on rocky ground was the opportunity for replacement with a Servais straight-through model with glass wool expansion chamber, and this reduced back pressure to 1½lb. The fitting of flexible-walled Michelin Zig-Zag tyres, at the high pressures which I use, defeated a deceleration meter, which failed to measure the low rolling resistance. Temperature maintenance does, however, seem

to make a difference of 2-3 m.p.g.

In general, these small efficiencies do not "transform," "revolutionize," or anything like that, and may defy individual measurement. They just add up, and cumulatively have a very useful effect. I try to be particular about correct ignition settings and cleanliness.

The reconditioned engine which was fitted at the time of rebuilding was in poor shape early last year, and it had never been a particularly good one; it is inevitable that large-scale production articles should vary. Yet Ford materials are excellent, and it had given reasonable service. It is a pleasure to record that in the rather adventurous history of the car, I cannot recall any bit breaking without some plain

cause—earth and twigs found on the corpse, or something.

The high ground clearance normally makes getting stuck a harmless mishap, the most glamorous of these strandings being on the Spanish side of the Pyrenees. On this occasion, a disgusted mule kicked a dent in the front panel, which was kept for some time for the sake of the explanation. "Oh, that? Well. . ."

But I was speaking of engines, not mules. As the experiment in producing an economical, long-distance express was proving a success in many ways, the next engine was a Laystall rebuild of the old one, but it has a balanced crankshaft, clutch and flywheel, an inexpensive extra; Cromard liners and matched pistons; Tranco armoured-seat valves; and craftsman-fitted bearings. It cost more than a factory-reconditioned engine; but it should have double the life. I do not go in for high r.p.m.; indeed, if one is to motor cheaply in small cars I think revs are the enemy. At 12,000 miles, the engine seems in excellent form, except for slight timing chain noise; this has no adjuster, but it is a part easily replaced.

On The Cheap . . .

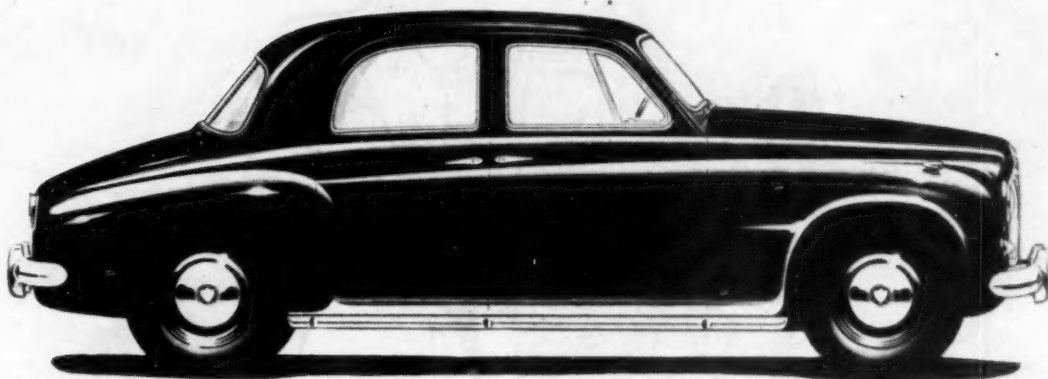
Am I getting a quality car on the cheap? In some respects, I think I am. In others, noticeably not! Use on rough roads is always setting up some rattle, to be found and cured. The worst noise from the machinery, in old, small Fords, is the roar that issues from the carburettor throat. An enormous home-made air cleaner and silencer of the fabric type—felt and parachute cambric layers—quieters this without adversely affecting the reading of a vacuum gauge.

The electrical system is wired with ex-Air Ministry aircraft cable, which is very well and strongly insulated, and there is a panel of individual fuses for circuits. The wiring is not grouped into harness, and is nothing if not accessible; it is of the speckled kind, and when the bonnet is opened, it reminds one of the Snake Temple at Penang. Breakdown on a lonely moor or mountain at night would have no terrors, if I did not fear electricity.

The car boasts a pair of Cibié Saphir head lamps, which send a splendid white beam far down the road. Their consumption is a little ahead of the modest output of the third brush dynamo, it is true, but an oversize battery—backed up by a battery charger at home—takes care of that. In fog, and when hurrying round winding hill lanes and tracks, a wide-beam Marchal lamp (*vitrages et brossillard*) is greatly



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Direct central gear change with synchromesh on 2nd, 3rd and top, controlled free wheel for clutchless changes and well-planned dashboard layout make clumsy handling of a Rover practically impossible.

ROVER

Sixty · Seventy-Five · Ninety

Body and chassis are identical throughout the Rover range. However, three different engine sizes give motorists a made-to-measure service in which design and workmanship are uniformly high. New features common to all 1955 models include re-shaped luggage boot, larger rear window and flashing type direction indicators.



Family chauffeur

For Bill, five days of work and two days of relaxation add up to seven days of hard driving. He enjoys every mile and every minute of it. But whether his role is that of business man or that of family chauffeur, he is a demanding driver. In return for the care he gives his car he expects the maximum of dependability, safety, and economy. That's why his tyres are Dunlop—the tyres that were on his first car and his latest, the tyres of which he thinks, naturally, whenever he needs a replacement, whether tubeless or with tube.

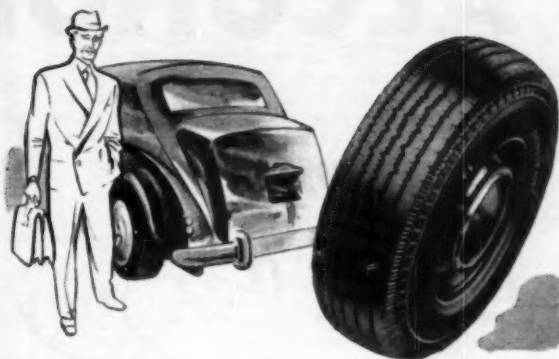


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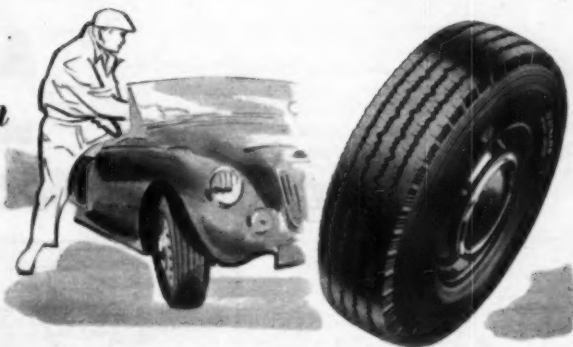
The rewards of experience

After nearly a million miles, he *knows* motoring. That's why he chooses Dunlop. For his own car he demands the unparalleled safety, strength and long life of Dunlop Fort. To all who seek the benefit of tyre experience his advice is the same—Dunlop.



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His is a really fast car. And, given a clear road, he has the ability to use the power at his disposal safely and well. For speeds like this—100 m.p.h. or more—complete confidence in his tyres is essential. He puts his foot down—and insists on Dunlop Road Speed.



Setting the style

From well-groomed head to well-shod feet she's elegance itself. The same pride is reflected in her car—set off superbly by the Dunlop White Sidewall tyres. They offer her new distinction and smartness, traditional dependability and safety.



Taking the rough and the smooth

As often as not, both his business and his pleasure take him off the beaten track. He leads a tough life—and so do his tyres. For grip and mileage on and off the road, he relies on RK3—the Dunlop tyre that takes the rough with the smooth.



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Non-standard front compartment, with large V8 seats and a hard-wood fascia. Above the left sidescreen the removable hood rail is in place; on the other side, the rail has been removed. The glass of the screens is in halves, all of which slide in channels. Each screen, on rubber-clamped pillars, is removable

FORDSON MINIMUS . . continued

valued. I have the idea that in difficult conditions, a car is no faster and no safer than its brakes and lamps.

A small and light tourer, retaining a fairly invulnerable body style, and a general ability off the beaten track, has been modified as regards road-holding, gearing and the comfort and weather protection of the owner. To the roles of Jeep, and express, is added that of tractor. For I have a 14ft racing sailing dinghy and this, accompanied by all the junk and gear which sailing boats and their excursions involve, is often hitched on behind in summer. So the small light car must not be too small and too light. The boat is not a heavy one, yet I feel the boat-trailer outfit might upset a tiny car.

The Ford, which is a close blood-relation of certain 10cwt vans, is well on top of the job, and the trailer, which has a better suspension than that of the car, tows extremely well. But it must be admitted that restarts on hills need care and a sensitive foot, because of the high bottom gear resulting from the 4.7 to 1 axle. If I did nothing but boat towing, I should like a lower-than-standard crown wheel; and if the car did not have those long journeys and a large annual mileage, I would never have changed the standard ratio. Being a better express makes the car a worse Jeep, tractor, taxi and country lane model.

A Towing Surprise

The effects on m.p.g. and on slow running are curious, for both are better with the trailer! Fuel consumption is lower because of the slower speeds and smoother driving—pulling the extra weight is a loss more than compensated by the gains of smaller air-resistance. The coupling is positive, with no play, and the boat trailer becomes in effect a giant fly-wheel, improving slow running on top gear.

The normal limit of slow running is that at which uneven firing impulses and transmission play, and also road bumps, cause the car itself to stagger. The trailer will not allow it to do so. At all times, slow running depends on the smoothness or otherwise of the road surface. Normal unladen slow speed pulling is 15 m.p.h. with the high gear, and this is not embarrassingly low.

Originally, the car had a tendency to overheat on long hills in summer (even without a boat on tow), and to suffer from fuel vapour locks. Soon after rebuilding, the grille bars were narrowed by pinching, the air by-passes at the side of the radiator were blanked off, and extra under-bonnet air outlets were cut. On the summer day of test, these provi-

sions lowered cruising temperatures by five degrees C.

Later, an electric fuel pump was substituted for the mechanical one and, being remote from the exhaust system, it never causes the petrol to vaporize; nor do the new p.v.c. pipes which were substituted for the metal ones. The pump also greatly improves winter starting and spares the battery, which no longer has to turn the engine for some time to bring up fuel to the carburettor.

The radiator died of old age recently, and was replaced by the new Anglia radiator, which has no heavy, overhanging header tank, and has greater cooling capacity. It was fitted by two iron L pieces bolted to its steel side flanges, and standing on metal plates over synthetic rubber pads which rest on the original radiator platforms on the chassis. The export-type water pump was also fitted; very easily, for it was found that holes existed for the purpose in the engine front cross-bearer.

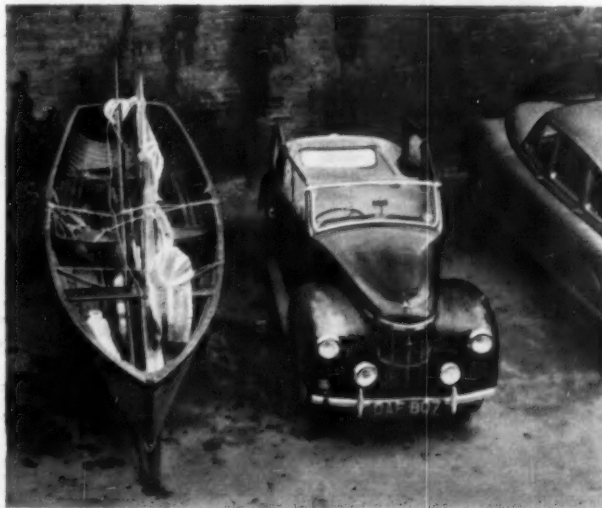
The car has now a very ample reserve of cooling for mountains in summer, or boat towing in heat waves. Power absorption by the pump is compensated by the fact that, in winter, the fan is removed. And, in summer, it will now be possible to scrap the big four-bladed "export" fan and revert to the normal small one.

Disorderly Experiment

There are two classes of second-hand cars, those behind glass, with discreet gilt tickets, and those outside in the yard, with a price chalked on the windscreen. Were I to dispose of my disorderly experiment, it would be in the latter category. But it has cost me little, as improvements have nearly always concerned something that needed replacement or repair anyway, and count mostly as running costs; I have no store of discarded good parts.

Nor have its demands on time been exorbitant, largely because I have eliminated the need for routine servicing of numerous chassis points by the use of heavy-duty, fibrous grease, and Drevo bandages to keep out water and dirt. Fast-wearing components have been replaced by stronger ones, and all the nuts and terminals are done up tightly—which is more than can be said for many cars. Depreciation, spread out over so many years, is not a very serious item.

I think this odd blend of express, Jeep and tractor might be summed up as a joke, but quite a practical joke. The high level of technical advice on which it has been possible to draw—I dare not mention names—is in striking contrast with the low level of its practical application. . . . Probably a 38-45 m.p.g. fuel consumption and the big seats are the best points!



14ft boat and 12ft car—the tractor aspect of its life. The boat is light and, on its independently sprung trailer, rides very well

QUEUEFREE FORMALITIES AND TWENTY MINUTES IN THE AIR

By
MICHAEL CLAYTON

A Simca sets off on a brief visit to its homeland. The massive doors of the Bristol freighter open, and a Silver City driver runs the car into the aircraft. Even in flight the freighters look massive and heavy, but they can, in fact, fly on one engine only

CARRYING cars by air to the Continent is no longer a novelty, as the cold statistics show. In 1947 Silver City Airways carried 2,700 vehicles, which sounds an impressive total. But last year the total for the twelve months was nearly 43,000, and it is virtually certain that the number will be even greater this year. Yet there is still something dramatic about this method of crossing that stretch of water which, in peace time, is so inconvenient. And there must still be many motorists who cross the Channel by sea and who do not appreciate some or all of the advantages of the air service. Of course, there is always the basic objection that air travel is more dangerous



EXPRESS AIR-LIFT to the

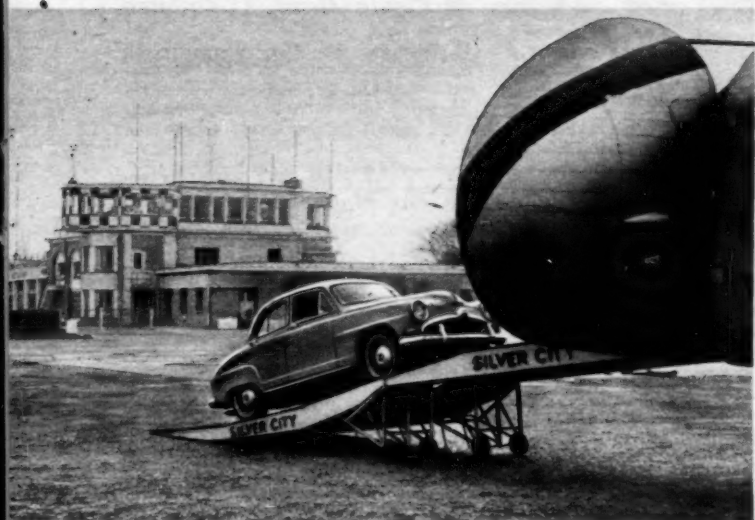


than sea voyages, but an introduction to the Bristol freighters and the way they are run breeds confidence—and motorists are already used to running the gauntlet of the death traps often found on the road in Great Britain.

The Silver City procedure is quite straightforward, as was found on a recent trip with—appropriately—a Simca Aronde. Having booked, probably through the A.A. or R.A.C., who also provide the other necessary documents, one arrives at Ferryfield Airport at Lydd, on the Kent coast (reached through Ashford from London and the north) 40 minutes before take-off time. Formalities with documents take no more than a few minutes and there is usually time for a cup of coffee while the cars are being loaded. Customs examination follows, one enters the plane, and after 20 minutes' flying time the freighter touches down in France, where Le Touquet is the most popular landing ground. The cars are clear of the aircraft almost by the time the passengers have reached the French Customs. A superficial check is made (there never seems to be anything to be declared in France!) and within about five minutes of leaving the aircraft one can be away.

The charges for the service vary according to the size of the car, number of passengers, and the route chosen. All return fares are double the single fares, unless one journey is made when a special "off-peak" scale of charges is in operation. The standard single fare from Ferryfield to Le Touquet for a car with an overall length of up to 12ft 6in is £7, rising to £17 10s if the length is over 15ft 6in. The single passenger fare is £2 10s. Thus, excluding "off-peak" periods, the return fare for a small car and two

In the radar room at Ferryfield an operator observes the path of aircraft, and in bad weather he can guide freighter pilots until they are virtually on the runway



The Simca is about to touch down on French soil once more. In the background is the Le Touquet air terminal building, which includes a good, if expensive, restaurant

where he is in bad weather. If the clouds are low, the pilot is guided in on a line marked on the radar screens until he is just at the right height and distance from the runway for the final "glide" to the point of landing. If the weather is so bad that the airfield is still not visible at that stage, he gains height again and lands elsewhere.

The presence of the radar equipment is comforting although it is seldom required. The Ferryfield site was chosen not only for its nearness to the coast, but for its good weather record. So far, flights have been cancelled only because of bad weather at the Continental end, and even when Kent as a whole is under snow, the airfield normally remains clear. During the coming holiday season there will be up to 15 aircraft available for the ferry, and schedules will be so tight that intending passengers should make a point of arriving on time. In fact, anyone wishing to take off earlier than the time at which he has booked may find it worth while to arrive well before the

appointed hour, as he may take the place of someone late for an earlier booking.

Ferryfield is a very pleasant place to wait, and no one need deliberately kill time on the road. Once through the entrance to the main building the passenger feels that he is already on the Continent. The whole atmosphere is Continental, from the *décor* to the outdoor tables and sunshades, and the holidaymaker's spirits rise even before his aircraft starts its engines!

CONTINENT

malities are completed in the shortest possible time.

Ferryfield is quite new, having been designed by and built for Silver City at a cost of £300,000. Although it is the busiest freight airport in the country, it consists simply of two runways and a solitary building of modest size. But if the brickwork is not imposing, it certainly houses everything necessary for efficiency. The reception hall is pleasant and well laid out, and the lounge and the restaurant are all that they should be. And although the food served is good, it is not expensive; a palatable three-course lunch costs 6s 6d. The same thing cannot be said of Le Touquet airport, however, where food—admittedly excellent—is decidedly expensive.

There are several features of the air-lift of interest to the ordinary passenger, not the least of which are the safety aspects. Although the freighters look so massive they can be flown, even on take-off, on one engine despite having a full load. And in the control tower at Ferryfield is comprehensive Decca radar equipment by means of which the pilot can be told precisely

A freighter takes only twenty minutes to "turn round." Here, although the passengers are just leaving their compartment, the main doors of the aircraft are open, and the ramp is already in position. The steward can be seen running round the aircraft to lend a hand with unloading



The cars are inside for the return journey, and in a moment the ramp will be removed, the doors closed, and the freighter will be airborne again





● Picnic Items : Tailored

Luggage : Car Compasses

● The Map-makers' Editions
for 1955

● Review of Roof Racks :
Several New Models

EQUIPMENT for

UNLESS a large library of maps is acquired, it is obvious that the motorist must rely mostly on the small-scale ones. Modern standards of reproduction are so high that detail need not be omitted or lost, but such maps are a little difficult to read by eyes adapted to a long-range focus in daytime motoring or, at night, with the aid of the dim interior light. There was lately reviewed a Magnalite map-reading, magnifying glass which had its own built-in lamp, fed by a battery in the handle. Some such device is a great help with book maps and small-scale sheets.

Sheet maps are more convenient, and far less liable to wear and damage, if there is a map board in the car to which the one in use can be attached by pins or rubber bands. There is no need for a manufactured article—a sheet of hardboard, wood or plywood will serve.

A compass is an interesting and useful fitting, but a car, with its iron masses and electrical activity, is not a good place for it. There is, however, one fully compensated model, evolved

from a yacht compass—the Sestrel. It must be mounted just above the wind-screen and on the middle line of the



The Sestrel car compass has perforations in the base, into which compensating needles can be inserted. This is ship practice, and enables a compass to be accurate in a car

car. The base has many perforations, in which iron needles can be inserted, counteracting the magnetic interference

of the car. This is correctly done by "swinging the ship." The car is successively parked pointing accurately to where N., S., E. and W. landmarks have been noted, appropriate correction of error being made by inserting needles. A cheaper compass, of German origin, is imported by the Century Optical Co., which also offers an altimeter.

Two firms, S. Reid and Auto-Luggage, are making, for very many models, tailored luggage which fills the luggage locker, and gives more packing space than ordinary cases.

Most cars carry a spare can of petrol when touring, either because the tank is rather small or because the owner trusts neither his petrol gauge nor his memory. This can, because it is usually smelly, of an awkward shape and with damaging corners and edges, is also a stowage problem. Apart from the big Jerrican the one-gallon Ever-sure Filla seems to be the only attempt at something better. It is welded, has smooth and rounded corners and edges, is only 3in thick, and incorporates its own folding spout and pourer.

Folding picnic furniture, like roof

Folding picnic furniture—a set in beechwood called Compac-Nik, with a carrying case. Right: Auto-Luggage suitcases with shaped sides increase the storage capacity of the locker. Other cases have domed tops, matching the curve of the locker lid



racks, is very popular these days, and a number of firms make it in great variety. If it is wooden, the thing to look for is a good straight grain in accepted hardwood, so that members will not split or fracture, and also good and ample joints and local reinforcements.

In steel tubular designs, the rust resistance given by the finish is most important, for picnic gear, stowed away in the locker or the garage, is susceptible to damp. Light-weight models should be of an aluminium or alloy which is hard and thick enough not to bend; these materials need cleaning after exposure to salt water on the beach. All canvas should be strong, a rot-proof flax being the best material.

Picnic meals and equipment are a matter of choice. A fitting of interest to motorists is the battery current electric kettle, which is clean and conveni-

MAPS & MAP BOOKS

WHEN touring, or on one's excursions, good motoring maps are almost an essential. Some new editions of the work of the principal cartographers are now becoming available at the booksellers.

A new edition of W. and A. K. Johnston's book of 3m to 1in maps is out. There are 324 pages of coloured maps showing all the roads and lanes. The printing and detail are clear, although some of it is rather small; and the size of plates is book size. It is not, therefore, quite ideal for planning long journeys, but it is good for pinpointing any place in Britain, however obscure, for the index is a splendid one, with 19,000 place names and their page and map references. The town plans are now in colour, too.

The same cartographers' series of



An actual-size portion of Johnston's new 1m to 2in map of North Wales. Contours are strongly marked in browns

published in a new edition last November. The half-inch editions of regional maps are always kept up to date, and the county maps are popular. The first five of eight sheets, which will cover the whole country in a new 6m to 1in series, will be out in the early summer. The eight sheets will make a fine set. Early proofs indicate that the plates are excellent.

Since their clear and useful road atlas, Michelin have offered nothing new.

George Philip and Son are reinforcing their great numbers of Continental maps with an English edition of Hallwag's *Motoring Guide to Switzerland*; it will be out this spring. Photographs and town plans are included, and it should be a worthy 18s 6d worth. All Europe is covered by the Philips and Stanford maps and, of course, Britain too. Two new maps cover the East Alps and the West Alps. The Motorcards—British maps in waterproof transparent holders—are interesting.

The Ordnance Survey has now published all the sheets in the British 2½in to the mile series. The production of the invaluable 1in to 1 mile series is making good progress in the new editions. In 1954, 21 sheets were issued, and already three more have come out in 1955. They cover Keswick, Spalding and Bury St. Edmunds. In the rest of this year it is hoped to produce 22 more.

SUMMER TOURS

ent, although it is a little slow in boiling the water, and can make heavy demands on current. This does not matter if the battery is good; if it is not,



The Sirrom electric car kettle, with its tea infuser

it is advisable to run the engine. The Morway has a built-in element; the Eltron a separate element in the form of a removable rod with a handle. The Sirrom electric kettle has a perforated tea infuser—a useful fitting.

Among non-electrical means of boiling water for tea, the Sirrom camp kettle seems far the best. It is conical, and holds three pints of water between an inner and an outer cone. Leaves, twigs, or crumpled newspaper are placed in the inner cone, and burn fiercely; a fire of the lightest materials boils the water in as little as two minutes.

Besides the wide-necked vacuum flasks which are useful for keeping salads and ice-cream cold, and drinks hot, those Thermos flasks which are of bright polished metal, made like a coffee pot with a proper spout, can be commended. Among food boxes, those of transparent, possibly brittle plastic should always be thick enough to be strong.



A simple car compass from Century Optical

2m to 1in regional sheets, in both paper and cloth editions, is going on well. North Wales and Lancashire have just been issued. Northumberland and Durham, and Norwich and Ipswich, are two more sheets expected soon. The rich browns of the hill contour areas give a good idea of the hills and mountains, in this series of plates.

Bartholomew's very clear map book, with the delicate detail of its plates, was

ROOF RACKS—MORE DE LUXE MODELS

BESIDES such extras and accessories as the radio, heater and fog lamp, which are needed all the year round, there are some which have pleasant associations with summer excursions and tours, and the annual holiday which is usually the family car's great effort of the year. Among these the roof rack, which so greatly increases carrying capacity, is the most popular. Many motorists are going farther afield than they did before the war, and in view of the greater power and stability of the modern car, and also its strong, all-steel roof, it is natural that the roof rack solution to the baggage problem is attractive.

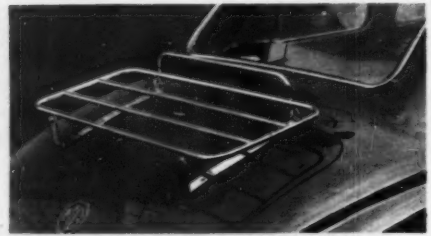
Even with the smaller cars, a roof load is not the threat to stability that

might be feared. A modern, soft suspension becomes firmer when the car is loaded; and suitcases, although they seem heavy when we have to carry them, are not a great weight in relation to a ton of car and passengers. The fore and aft weight distribution is not upset, as it may be if a large rear locker is filled. Indeed, racks have been freely used in mountain rallies, with such heavy loads as snow tyres and petrol cans.

A rack should be large enough for its feet to rest near the curved, strong corners of the roof. Its clamps should be tightened *after* loading, to allow for any "spread" of the rack. If one is to hurry with a heavy roof load over barbarous roads, then it is a good idea



Left: The A.S.M. roof rack on a Ford Consul. The down-swept sides give it a close-fitting look. Right: A grid for tail panels, fitted to an M.G. Magnette

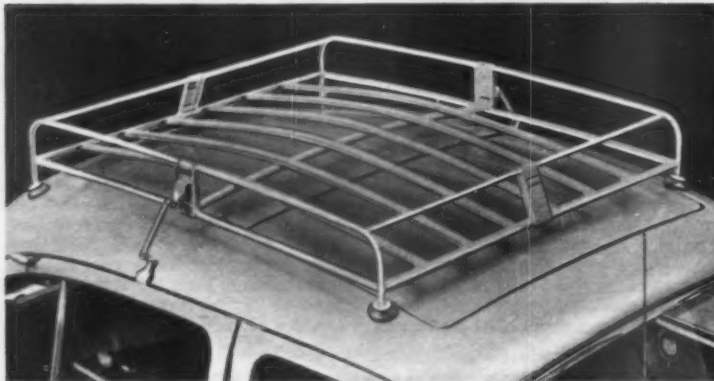


ROOF RACKS

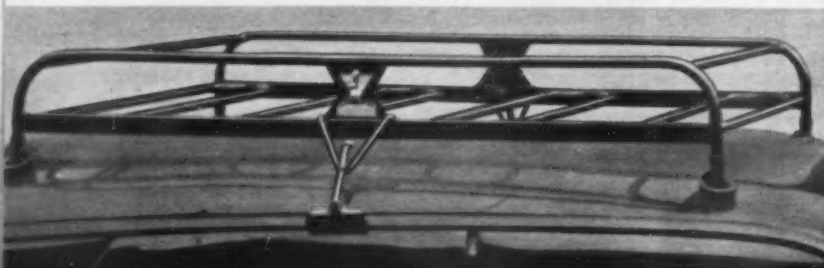
continued



A Berkshire rack which has, at the front of the platform, bars which can be transferred farther back, to clear an opening roof



Above: Ash slots, supported by a tubular member, in a Regal model. Left: The Victoria Alpine consists of two strong bars for long loads. Below: Another heavy-duty rack, the Watney, has deep side frame members in place of the tubes normal in racks



to have four clamps if possible, one at each corner; but this is not needed in ordinary touring or respectable roads.

The luggage should be well secured, with one of those excellent arrangements of rubber cords made by rack manufacturers as an extra, rather than with rope which will stretch and grow loose. It is not good for the luggage, the rack or the passengers' nerves, if the load is bumping up and down. On a fast Continental tour, where m.p.g. is important, too tall a load, or one that is cliff-faced, can affect fuel consumption through a great increase in frontal area. Keep the load low, therefore, for long-distance, fast work.

Wide Choice

There is a very wide choice in racks—several of them new models for this season—and an increase in the number of makers. Incidentally, some trade names such as Alpine and Streamstyle are used by more than one manufacturer. An up-to-date review may be of value:—

A.S.M. make a Continental model, the platform of which is 3ft by 2ft 8in, the sides being telescopically adjustable for width. It is silver grey stove enamelled, with chromium-plated side rails and fittings. This is a very handsome rack, very well finished. It costs £6 17s 6d. The firm's other model is a tail grid in various versions—for the M.G. TF (with pillars); for the Triumph TR2 and other two-seaters with a tail panel; and also (as illustrated) for Fords and other cars with a "poop deck," especially convertibles. The last-named is 2ft 9in wide by 1ft 3in long, and costs £8. These tail racks are very strong, though perhaps a little heavy, and very well plated with chromium on nickel or copper, in the firm's own plating plant.

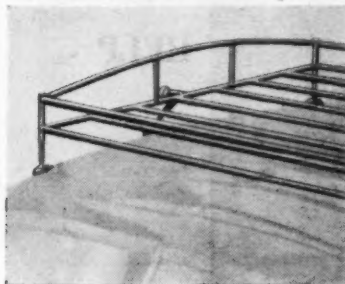
Berkshire racks have an unusual feature. The front two bars of the flat platform are removable, and can be transferred to resite the front rail, halfway along the rack. This makes the securing of part-loads better; and it clears the opening of a sunshade roof. In that case, the remaining bars make a capital grandstand seat for race meetings! But the rack is primarily for cars with fixed roofs, its special suitability for sunshade roofs being incidental. The feet have large suction cups, and can be attached anywhere along the bottom rails of the rack. Model A (3ft 4in by 3ft platform) costs £6 6s, and model B (3ft 7in by 3ft 11in) is £7 7s.

The station waggon or big car rack is 5ft 6in long and 3ft 3½in wide. It stands on six large feet, and has four clamps. The price is £12 12s. There is to be a version with fold-down ends, for long

loads. So big a rack needs to be well engineered, and indeed it is. So are the car models, which are very strong.

Car-Rax. This company makes the adjustable Streamstyle—a name which comes from the curved side pieces, shaped like the section of a bird's wing. There are three lengths—3ft 3in, 3ft and 2ft 10in. The price is £5 7s 6d, and a version with chromium-plated side pieces costs £8 12s 6d.

Eversure have a new telescopic rack, 3ft 7in long and 2ft 4in to 4ft wide. It has a flat platform for easy stowage of luggage, and stands on telescopic feet. The finish is of two coats of enamel on



Eversure's expanding rack has a flat platform, and telescopic pillars

shotblasted surfaces, and it costs £7 10s in black (silver-grey is extra). Non-telescopic models are similar in style, and are made in several sizes and prices, from £7 15s (large cars), to the little Austin A.30 model at £5 17s 6d. A curved model provides for the domed roofs of Morris Minors and Volkswagens; there is a vast rack for station waggons, which has four clamps and costs from £13 to £18.

Kingston now have an expanding model. Width can vary between 3ft and 4ft 2in. The V-shaped platform is a compromise between a flat and a cambered design. It costs £5 19s 6d. The Standard model is made with a smallest width of 2ft 10in, proceeding by two-inch increases to the widest, which is 4ft. All cost £4 19s 6d. Plated clamps are used, and they have a locking tongue at the roof gutter end, so that they will not come adrift. The racks are finished in black stoved enamel. Another model, the Two-way, is new, and cost £3 19s 6d; details are not available.

The Alpine consists of two strong telescopic crossbars, each on four feet. There is no connection between the two bars. They are for carrying large cases, skis, dinghies, or anything of that kind. The price is £4 4s. Finally, there is a large model, the Commercial, for station waggons, costing £7 19s 6d.

Parr's principal model is the telescopic Portarack which, when dismantled, stows into a package no bigger than a bag of golf clubs. The platform of this light rack, which is slightly cambered, is 3ft 4in long by 3ft 1in to 3ft 11in. The Standard model costs £5 9s 6d. The De Luxe Streamstyle has chromium-plated side frames, and baked enamel, polychromatic silver cross-bars and fittings, giving it a handsome appearance. The cross-bars are sheathed with tough p.v.c. plastic. It costs £12 10s. A bigger model is the Major for station waggons and large cars—4ft by 3ft 5in to 4ft 3in, price £8 9s 6d.

The Portagrid is also made. This little rack, with downswep side rails, has a

four-bar platform with no retaining rails, and costs only £3 19s 6d. The width is adjustable between 3ft 2in and 4ft. Like the other racks, it has clamps which pass under the door frames, not the rain gutters, and they have a retaining clip.

Regal have a rack which follows the Continental fashion of wooden slats, and has a metal frame which is cadmium-plated before it is silver-enamelled—a very good protection. The rack is a strong one; pillars unite top and bottom rails, and the ashwood slats have a strong, tubular cross-bar under them. The clamps are jointed, and a rubber pad in the middle rests on the roof, and gives the attachment to gutters a better angle and less strain. These clamps fit to any side of the rack, which can be fitted with the slats fore and aft or crosswise. Feet pillar extensions are available. The model costs £5 19s 6d, and measures 3ft 1in by 3ft 9in.

Viceroy racks have a strong strip running across under the platform bars, so that they may be fitted with the greatest dimension fore and aft, or crosswise. The model A is £4 4s, and is 3ft 2in by 3ft 5in; the B type is £4 17s and measures 3ft 8in by 3ft 11in; and the small A30 (for that Austin model) is £3 19s 9d.

The Streamline rack has curved, shaped side pieces which give it rather a dashing air. They may be enamelled or chromium plated. Long, oblong suction pads are now available, and extra clamps. There are various styles, but the basic price is £8 8s with the chromium side pieces, or £5 19s 6d in enamels. There are also large station wagon racks. All the models

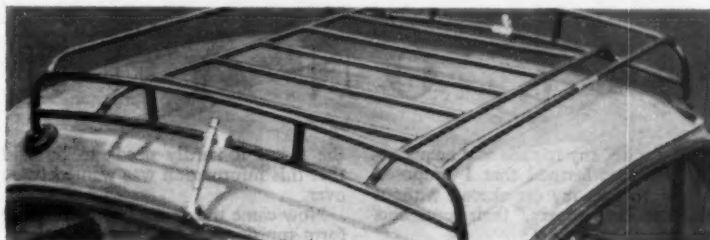
can be supplied with wooden slats, and a tubular supporting member running under them, at 12s 6d extra.

Victoria racks are widely used, and have only minor changes. There are white rubber feet, to avoid marking roof cellulose, on all except the Alpine; and a very slight camber has been introduced. There is also a harder finish. Models are the Minor (for small cars), £4 7s 6d; the Standard (for most cars) £4 19s 6d; an expanding rack at £5 17s 6d; and a big station wagon model costing £6 6s. The last has four clamps.

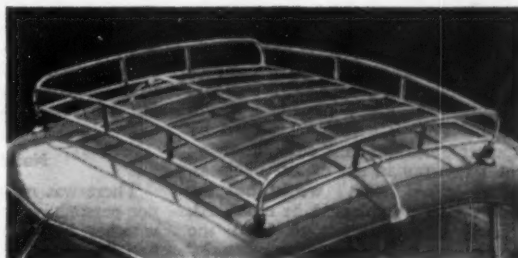
The Victoria Alpine is not a rack, but two separate bars, each standing on four feet. The bars are telescopic. The model is commonly used for carrying skis, dinghies, heavy and large pieces of luggage and so on. It costs £3 17s 6d.

Watney have a new model, which is telescopic, adjusting between 3ft 1in to 3ft 8in wide. Below the slide-fitting cross-bars is a tie rod, with holes at inch intervals, used for locking the rack in the required width. The rack is phosphidized before black stove enamelling. The securing clamps are fitted under the door frames, not the gutters, and extra clamps are available. The price is £7 7s.

The telescopic model has a flat platform, but the rigid models are cambered. They are 3ft 8in long and from 3ft to 3ft 5in wide. The Mark 1 costs £7 7s, the Mark 2 £6 6s. There is a larger size, 4ft long, and from 3ft 3in to 4ft in width, and this costs £8 8s (Mark 1), and £7 7s (Mark 2). These are strong racks.



The Victoria Minor, an inexpensive model



A de luxe Car-Rax version has plated side rails, and a platform of polished wooden slats

NAMES and ADDRESSES

A.S.M.: The Automobile and Sheet Metal Co., Ltd., Percival Lane, Runcorn, Cheshire.
Berkshire: The Houdaille Co., Ltd., 8-14, Hampden Road, Twickenham, Middlesex.
Car-Rax, Ltd., 29, Mortimer Market, Tottenham Court Road, London, W.C.1.
Century Optical Co., Ltd., 167, Tottenham Court Road, London, W.C.1.
Compac-Nik: Exclusive Furniture, Ltd., 55, Hanbury Street, London, E.1.
Eltron (London), Ltd., Accrington Works, Strathmore Road, Croydon, Surrey.
Eversure Accessories, Ltd., Eversure Works, Kingston Road, Birmingham, 9.
Filla can: Eversure Accessories, Ltd.
Kingston: Van Horn Trading Co., Globe Works, Fasset Road, Kingston-on-Thames, Surrey.
Magnalite: Newbold and Bulford, Ltd., Enbecco House, Rogers Street, Gray's Inn Road, London, W.C.1.

Morway: Conway Heater Co., 34, Conway Avenue, Birmingham, 32.
Perr Equipment Co., Ltd., 20, Avonmore Road, Kensington, London, W.14.
S. Reid (1935), Ltd., 90, Fleet Street, London, E.C.4.
Sestrel: Newbold and Bulford, Ltd., Enbecco House, Rogers Street, Gray's Inn Road, London, W.C.1.
Sirram: Morris's, Ltd., Cumberland Street, Birmingham, 1.
Viceroy Sales, Ltd., 29, Mortimer Market, Tottenham Court Road, London, W.C.1.
Victoria Motoracks, Ltd., 35a, Bessborough Place, Victoria, London, S.W.1.
Watney Motor Accessories Co., Ltd., Blaby Trading Estate, Blaby, Near Leicester.
Maps and map lists are obtained through book-sellers.



OVER THE CHANNEL WITHOUT HELP

ON YOUR OWN

WHEN my friends and acquaintances learned that I proposed to take my car abroad without "international papers," their comments fell into three classes:

- (1) It cannot be done.
- (2) It is too complicated.
- (3) "Not worth the candle, old boy."

I met the first objection last summer when I set out for my initial requirement (a month or so before my holiday) and asked at my bank for a Form C.D.3. This is a form also used by exporters, and the bank clerk, knowing that I was not in the export business, politely asked how I would use the form. When I explained, he remarked, "Surely everybody has to go to the A.A. or the R.A.C. for their papers?"

Other comments came from people whose knowledge seemed just as skimpy. I soon found that a few were expressing satisfaction at finding some other means of getting around; others thought that I needed looking after. They may be right, but a factual account of my own experience, bringing the technique right down to earth, may provide material for a more considered judgment.

In completing Form C.D.3 I found my car reduced to the category of merchandise—a broad description of the car, a statement of its value, and the purpose and duration of the temporary exportation met the requirements of

the form; it hardly needs to be said that this information was wanted twice over.

Now came the process of getting the form approved by the Bank of England. So into the post it went, with a polite covering note to the Governor. The two parts of the form came back in a few days, with a written authority (over an embossed stamp) to remove the car from this country, subject to re-importing it by September 13.

No Comment

There was nothing from the Governor personally, and I shall never know whether his diary for September 14 had the entry "ABC 123? back." So that he should be satisfied on this, a covering note from the Bank explained that the counterpart of the form, after being stamped by Customs on the return journey, was to be sent to the Bank. It is not essential to obtain this sanction by post, as the form can be approved at branch offices of the Bank—and no doubt at its head office, too. I once managed to get approval in this way during my lunch hour.

The only other requirement for outward clearance at the port was Form 29 (Sale) in duplicate. This was another "merchandise" form, procured from H.M. Stationery Office, at a cost of 6½d for two, postage paid and includ-

ing purchase tax. I put both forms in my travel folder, unfilled.

At this stage, I obtained the International Driving Permit and the International Certificate for Motor Vehicles from one of the national motoring organizations. The permit and the certificate are Ministry of Transport documents which these bodies are deputed to issue, on an agency basis, to all who may require them. I also obtained from my insurance company the Green International Card certifying my third party insurance—a useful extra, but, for the journey I proposed to make, an optional one.

I had, much earlier, booked space with British Railways on the night ferry from Dover to Dunkirk. They asked me to send the Form C.D.3 to them 48 hours before sailing, but I demurred on the grounds that no outside authority would be likely to admit responsibility for the consequences if the form went astray—if it stayed with the car and was presented with it, I would be a lot happier. We left it at that.

Then to Dover, into the queue of cars. Helpful officials asked which organization was clearing me. I solemnly told them that I had formed my own, and moved along the line to receive the four-squared card. This had to be stamped by the controls for passports, two branches of the Customs



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ON YOUR OWN . . . continued

(concerned with the passengers and the car respectively), and the agency concerned in "clearing" the car, that is, in establishing that it corresponded with the description on the papers. The routine for the first three of these items was the same for everybody—as regards the fourth, I differed from some of my neighbours in being my own agent.

After the passport check, I sought out the Customs officer who would stamp my C.D.3. He shook his head over my blank Forms 29 (Sale) but produced a rubber stamp which impressed on the form the headings relating to motor cars, from registration and engine numbers down to value. These details were quickly filled in from the registration book. (It is important to know beforehand exactly where the engine number can be found under the bonnet.) I believe that for the future a new Form 29 C will be available for this special application; then the rubber stamp will be needed no longer, and the forms may more readily be completed beforehand.

In the Clear

The Customs officer retained the top half of the two-part C.D.3, leaving the rest of it in my hands, and also handed me one Form 29 (Sale). He had stamped both of these papers, and said they would be wanted when I came back. The appropriate square on the magic card was completed, and we were cleared.

It remained only to carry out the other formalities applicable to everybody—including the production of car and passenger tickets—and we were free to drive on board. There followed such rest as can be got on a crossing which ends at the unseemly hour of 4 a.m., and then, after driving off, we were blinking in the electric lights on the quay at Dunkirk. As we came up to the French Customs Office, my request for a *laissez passer* occasioned no surprise. Out came the registration book, and most of the required details were quickly put down; the weight and value of the car, in kilos and francs, were also entered on the form. I was

Outward evidence of the issue of a 30-day permit to travel in Austria. For 5s the authorities issue a *vormerkschien* and this windscreen sticker, the front and reverse sides of which are shown



ACHTUNG

Vormerkschein unaufgefordert beim Austritt dem österreichischen Grenzzollamt abgeben!

Consegnate di proprio moto il vostro certificato dall'ufficio doganale austriaco prima di passare il confine.

Prière de déposer de votre propre mouvement votre certificat chez le bureau de douane autrichien au moment de la sortie de ce pays.

Please procure your certificate at the Austrian customs station when leaving this country.
Do not wait for being asked for it.

asked to sign at the foot of the form completed by the Frenchman; he then tore it out of his book, keeping a carbon copy, and for 400 francs (8s) I had the freedom of French roads for ten days. The process — nearly forgotten after a lapse of three years — took about ten minutes. I put away the form and registration book, and then started to concentrate on what I really came for—driving on the right.

We saw no more of officialdom until the next day. By mid-morning we were in the Saar, and at a village about ten miles from the frontier, a *gendarme* stopped us. As a sort of reflex action, I held out the *laissez passer*, but he did not want to see it. He was interested, if I pleased, in the car lights. Had we lights which defined the width of the car at the back? As it happened, we had. Did they work? They did. Having satisfied him by demonstration, we drove on, wondering for some time if a single tail lamp—quite legal at home—would have worried him.

Surrender

The incident was forgotten by the time we reached the Saar-German frontier. The French *laissez passer* was surrendered, and the counterfoil at the bottom was completed and returned—that constituted our clearance. Entering Germany was a rather slower business

than getting into France, for we arrived at the lunch hour. I was directed to the wooden office of a German Automobile Club, where the staff combined the functions of information office and Government agents; as agents they could provide a *vormerkschein*, valid for 30 days, price 3 deutschmarks or 5s. The permit was laboriously typed, with many interruptions to deal with other callers, but at last we were away. The filling of forms was then forgotten as we partook of new pleasures, ranging from *autobahnen* to the Zugspitze, almost regretting that we were firmly committed to Austria for the major part of our holiday.

The crossing into Austria gave no trouble at all. Leaving Germany was simplicity itself—simply hand in the *vormerkschein*, get the receipt (detached from the foot of the form) and pass on to the Austrian Customs Office. Forty Austrian schillings—11s in English money—gave us a permit very like the German one, but valid for twenty days. We rather grudged another expense for getting into Austria—one



The receipt obtained for the expired *vormerkschien* on leaving Germany

ON YOUR OWN

. . . continued

Tourism at its height. The customs shed at Boulogne, typical of the congestion that occurs during the peak period of the holiday season



guinea back home for an International Driving Licence and an International Vehicle Certificate for the car. The Austrian authorities, unlike those of France and Germany, had stipulated these, but they were not requested either at the frontier or anywhere else. In fact, nowhere at all were papers wanted, save at the frontiers. The Austrians provided, in addition to the *vormerkschein*, which was put away in the "papers" wallet, a distinctive label.

Our dealings at these frontier crossings usually took 15 or 20 minutes—this for satisfying two authorities. It was always easier to leave a country than to get in. Once or twice, we found ourselves moving along in a queue before we could get attention, though we found that the busier the frontier, the more streamlined the system for disposing of customers.

At one rather leisurely crossing, while I was collecting my forms at the office, my children played a lively game with a kitten engaged in hide-and-seek under the car, with a frontier guard joining in the chase. As we moved away the children preened themselves on their finesse in distracting the guard's attention from a can of "smuggled" petrol!

Reverse

The way back involved the same routine in reverse, although we were crossing Germany and France by a different route. Possessed of only rudimentary French and German, I found myself able in the end to answer expertly the odd question about the number of tyres, or whether there was a car radio. It is possible, I suppose, to invent a tourist's nightmare of being stranded in a "No man's land" between two frontier posts, but I always reflected that no one could have any conceivable interest in holding up our inoffensive invasion. I had, of course, taken care to provide myself with what each country would require—any omission, or any loss of papers, may lead to serious trouble, no matter by whom the traveller is "sponsored." My limited facility in the languages of the countries visited gave their officials a chance to be superior, but all were courteous and helpful. The frontier formalities naturally became progress-

ively easier to cope with—such novelties as there are can crop up only on the way out, and the return journey through the same countries seemed absolutely effortless.

This brought us then, not merely without fear and trembling, but without a moment's anxiety over our papers, back to Dunkirk. The last *laissez passer* was handed in and, after checks of passports and tickets, the way was free to drive on board. As we approached Dover, we found that we were not the most apprehensive of the returning wanderers; I shall never know what one fellow-passenger had to pay in duties on three barrels (yes, barrels!) of wine.

Upon landing, we found the procedure not greatly different from the drill we had gone through on the way out. Again, there was a card requiring the various authorizations called for on the way out—I received it with the happy thought that here they speak English. I had to produce the Form 29 (Sale) which had been stamped on the way out, and to leave this with the appro-

priate Customs officer. He also called for the counterpart of Form C.D.3, wrote on this the name of the ship we had crossed by, and the date and port of arrival, stamped it, and returned it to me. The autographs on the four-square card mounted up in no time, and it seemed only a matter of minutes before we were handing it up at the dock gates. A few days later, I came across the entry in my diary: "Send C.D.3 to Governor of Bank of England."

It remains only to summarize the cost of the various papers.

Form C.D.3	nil
Two Forms 29 (Sale)	5d
France: laissez passer: outwards	8s 0d
France: laissez passer: inwards	8s 0d
W. Germany: Vormerkschein: outwards	5s 0d
W. Germany: Vormerkschein: inwards	5s 0d
Austria: Vormerkschein	11s 0d
International Vehicle Permit	10s 6d
International Driving Licence	10s 6d
	<hr/> £2 18s 5d

J. L. JONES

JOYCE WHILLIS

THE untimely death of Miss Joyce Whillis robs *The Autocar* of a sensitive observer of the country scene. Miss Whillis wrote only eight articles for us, but her first, which was entitled "Between Two Rivers" and was a penetrating portrait of Wearside, had the gleam of gold amongst the so-plentiful dross that clutters the editorial desk. I never met Joyce Whillis, yet was proud to have been immediately excited by the quality which that article showed, and especially gratified when I learned that it had won an award of considerable merit.

She wrote mostly of the North Country, with an economy of space and phraseology that was in tune with the harder life of those parts. Once she came south on a literary journey, and in her last article went farther north than usual, into Scotland; her style clearly revealed the response of its possessor to the change of scene from the normal that was her life. Her death deprives the journal of a notable personality, in spite of the fact that she was known only in its printed word.

M. B.

Springtime

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"This old house" The words of the current song are particularly appropriate to this ancient barn near Tunbridge Wells, in Kent

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

"Misunderstandings"

The Other Side of the Story

[66277.]—I would appreciate the courtesy of your columns to make some comments from the garage proprietor's point of view regarding a very interesting article published in your issue of February 11, "Misunderstandings."

I have no wish to dispute the very right and proper basis of this article regarding the relations of garages with their customers, but I do think that the following points have not been clearly brought out and fear that many private motorists reading the article will get the impression that some of the very wise and excellent suggestions put forward should be executed by garages without charge. It is unfortunate, but not peculiar to the motor trade that, owing to the high cost of wages, a lot of the services and facilities that we would like to give our customers are ruled out on the grounds of cost to the customer. Perhaps I can best explain what I have in mind by quoting a reasonably hypothetical case.

A customer brings a car in, complaining of brake trouble, and asks our opinion as to what it is going to cost to put it in order.

We tell him that this is not possible until we have had the opportunity of doing certain dismantling. This dismantling, to arrive at a complete answer, could easily take eight hours of a man's time. When one has undertaken to give this report and submits a detailed estimate of upwards of £30, what happens when the customer turns round and says, "I cannot afford it"? I think that this is a difficulty met by many of my associates and I would refer you to an earlier article in your journal regarding the cost of running a car. I do feel it is these unfortunate private motorists, who are running cars that they really cannot afford, who think they are always hard done by when they get "an unexpectedly large bill."

For a further comparison, I would respectfully submit the methods employed by the more expensive car manufacturers in their service departments, where one is greeted by a receptionist who has a tester at his right hand, possibly a commissionaire to ensure that there is no possibility of a customer standing around waiting to be attended to, who do an absolutely top-rate job, but also produce a top-price bill and in this bill there is the cost of a receptionist, tester, commissionaire and so on.

The practice of telephoning the owner after the investigation has been carried out is done by ourselves very extensively, but it must be borne in mind that this all helps to put up the price of the job, as it is of little use letting a fitter telephone the customer; it needs somebody of managerial position to deal with the matter. The case you quote of refusal to co-operate with a customer in explaining why the job was not satisfactory unfortunately does occur in our trade. Our policy is, in any case where there is doubt, to suggest the customer consults an independent authority, when we invariably accept his ruling and

CORRESPONDENCE

continued

(as far as can be remembered)—apart from the case of rust erosion on a wing which we had painted—we have always been supported in our attitude.

The suggestion regarding the fitting of replacement units (rather than carrying out repairs) no doubt frequently arises, but it is our experience that, owing to the comparatively short life of the majority of modern car components, it is more satisfactory and cheaper to the customer in the long run to fit a service exchange part than to endeavour to effect repairs; once a garage has carried out any type of repair to any unit, the customer invariably expects, because he has spent money on this item, it will never give trouble again, certainly not in the next twelve months. The problem of skilled labour for repairs is a serious one and our trade association has done as much as possible to encourage the training of apprentices, but I do not think that the shortage of skilled labour is peculiar to our trade and it is a problem that will have to be faced in all branches of the engineering industry. It does seem that the only possible solution is unfortunately the adoption of the American more general policy of the fitting of service exchange units.

We are not quite sure where the author obtained the information regarding the longer life engine and improvement in durability. One must discount, when looking at engine life, the increased performance in speed of popular cars, but our experience is that the life of cars decreases rather than increases. We do agree, however, that manufacturers could help everybody if they would only investigate some of the difficulties faced by repairers in inaccessible parts. We feel that this problem is probably brought about by an endeavour to reduce production costs, but manufacturers unfortunately do not seem to listen very much to the trader in this country. There are, however, organizations such as the Vauxhall and Ford dealers' clubs which certainly do help to improve things on these lines and it is a pity that other manufacturers do not follow suit, as it would not only be to the benefit of the trade but also to the car owner.

The suggestion of using torsion wrenches—and I imagine the writer would also include the special tools advocated by manufacturers for repairs to their product—is an excellent one; but here again the trader has to purchase equipment himself, and some of the equipment is extremely costly and may be used only on very rare occasions. As I imagine the bulk of the garages in this country do not specialize in one make only, they can spend thousands of pounds on special tools trying to save time, which undoubtedly they do, but unfortunately the capital cost has to be borne in mind and, once again, the motorist has to pay for it.

These comments are not meant in a destructive way, because we do feel that better customer co-operation should be sought by all members of the trade, but the real problem is who is going to pay for it?

K. M. BRIGGS.

London, N.1.

Request

Details of an Obscure Make

[66278.]—I would like information on a 1910 automobile of the make of Luguin-Courdet (or approximately that). The kind of thing I am interested in is specifications, catalogues, photographs and, most of all, history.

I would be very thankful if anyone can help me.

LUIS H. MOGOLLÓN.

Cartagena-Colombia, South America

(Letters will be forwarded.—Ed.)

Focal Points

A Near-vertical Screen Preferred

[66279.]—I have read the article "In Praise of the Popular" (*The Autocar*, February 25). I agree with the writer that many of its 1930-style features still have their advantages, but surely he has omitted a very great one. I refer, of course, to the far less raked windscreen. The eyes look through this in a more normal manner than through many of the modern 45 deg ones, and, in my opinion, this causes far less eye-fatigue.

My own Morris Minor, though excellent in all other respects, has a raked screen and, after a drive of about 280 miles, my eyes feel more tired than they used to in any of my four previous models during the last ten years, though this is not apparent until the journey is over and I have left the car. This was brought forcefully home to me recently after a long drive in one of the good old boneshakers with a near-vertical screen—and, whatever part of one's anatomy may become tired in such a car, it certainly is not the eyes! Surely if the eye must

view an object through any transparent lamina it will prefer to do so normally with the lamina at 90 deg to the line of vision. The more the plane of the lamina is inclined, the greater the effort of the eye—particularly if the plane is slightly dirty.

I appreciate that the sloping screen contributes to aerodynamic design, but doubt whether this makes any considerable difference to the performance of a low-powered saloon such as the Morris Minor. A two-piece screen only aggravates matters, but again seems to be favoured only for the sake of external appearance. I have not driven any of the newer sports cars with their near-horizontal screens, and I hope I never have to. Rear windows are also following the same trend.

It would be interesting to hear the opinions of other drivers who own similar cars. Whilst a vertical screen does not improve appearance, I feel sure a rakish one does nothing to improve safety, and surely some compromise could be made. Vision may seem good during short journeys but not after long ones.

Another fault of many new cars is the distance from the eye to the screen—now so great that dirt is brought into sharp focus for the whole of the drive and creates maximum annoyance. Seating of the driver some three or four feet from the screen also seriously reduces his angle of vision and helps side-pillars to create bigger blind-spots in much more dangerous areas—just where a dog (or child) may run off the pavement at a critical braking distance.

E. B. TOMLINSON.

Uppermill, Lancashire.

Sauce

Cyclists, Please Note

[66280.]—With reference to correspondence about cyclists and rear lights, it is surely the responsibility of the cyclist to ensure that he can be seen from behind at night—even if it means observing the law and carrying an efficient rear light.

Mr. J. B. McCann [66257] must have forgotten that when the cycle was the fastest vehicle on the road it was the cyclists' organizations that campaigned successfully for red rear lights on slower vehicles, so that cyclists would be able to see them in time to avoid a collision.

What is sauce for the cyclist seems saucy for the motorist.

Oldham, Lancashire.

S. KEENAN.

No Room for the Foolhardy

[66281.]—Whilst I must, of course, agree with Mr. J. B. McCann [66257], that in the event of a cyclist-car collision the former is almost certain to fare worst, yet the point of my letter is to advocate that the law should step in strongly, and definitely make it not worth while for any foolhardy and selfish cyclist to imperil and embarrass other road users.

R. WALKER.

London, W.C.1.

Fog

An Adjustable Fog Lamp Mounting

[66282.]—The conditions when a fog lamp becomes useful or necessary can vary within quite a short journey. The angle of the lamp needs to be adjusted according to the load carried before the start of a journey, but this setting may need again to be altered according to the type of mist or fog encountered. The lamp, therefore, may be satisfactory at the start of a journey and valueless, or even a nuisance, before such is completed.

It seems remarkable, therefore, that no manufacturer has yet devised a fog lamp mounting that enables the adjustment to be varied quickly and easily without the need for any tools whatsoever. It should not be impossible for a hand or thumb screw arrangement to be devised which would ensure complete rigidity after any adjustment that might be necessary is made.

Bedfont, Middlesex.

A. J. WYNDHAM ROBERTS.

Vacuum Gauge

Widely Used and Helpful

[66283.]—I was very surprised, on reading your issue of February 11, to note your remarks in "Readers' Service" regarding the questionable use of vacuum gauges as a means of tuning and fault finding on spark ignition engines.

Surely no manufacturer of a normal production car would give a degree of valve overlap large enough to cause a fluctuating reading on a vacuum gauge, as the timing would be too fast and result in a rough-running engine with very poor flexibility at normal running speeds, to say nothing of the excessive petrol consumption.

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CORRESPONDENCE

continued

The vacuum gauge, or engine tester as it is more commonly known in the trade, is used in garages throughout the country as a quick and positive means of setting ignition and carburation. For the vacuum reading obtained is dependent on the combustion of each charge in the cylinder, and would be increased or decreased by altering the mixture strength to a weaker or richer position to obtain a more complete combustion, and so a greater depression in the induction manifold, owed to increased r.p.m. at the same throttle opening.

Regarding the balancing of twin or triple carburettors, unless the tuner is a very experienced person I would say that this is practically impossible without such a gauge. Whereas any normally skilled mechanic, with the minimum of instruction in the use of the engine tester, can carry out this sensitive work with speed and guaranteed precision.

London, W.4.

D. CAMPBELL-SMITH,
Technical and Service Manager,
The Wayne V. Myers Co., Ltd.

Cars by Rail

The Railways are Indispensable

[66284].—I was interested to read the leading article "Cars By Rail" in *The Autocar* of February 25.

I completely disagree with the context of this article. I feel that the writer makes little use of British Railways, and is biased towards his own archaic mode of transport, to use his own phrase. Surely, when comparing British roads and railways, it is the former which are the more antiquated by far. From London to Glasgow by road entails lengthy 30 m.p.h. restrictions, bottlenecks, and almost everything excepting a really modern length of road.

As regards an enquiry into whether the railway's survival is worth while or not, I feel sure that this would have been held years ago had it been wise to scrap our railways. Perhaps it is a good thing that this decision was not made, say, twenty years ago, for if it had we should certainly not have been able even to fight, let alone win, a world war without our railways.

Then there is the question of freight traffic. Without our railways, what exactly does the writer propose to do to keep a flow of imports and exports moving between manufacturers, dockyards, and other recipients? Has he ever thought about the rush hour and what the railways do then?

I somehow think that we Englishmen have our affection for an absolute necessity. The question of the railway's survival must surely have arisen in what the writer has termed "the world of the lunatic asylum."

Kendal, Westmorland.

A. C. MAYOR.

Down Under

An Appreciation of the Motoring Scene

[66285].—As an Australian motoring enthusiast, I must admit that there is some force in the remarks of Mr. K. A. Bennett [66080]. While I cannot share his preference for the steering column gear lever, particularly in sports or fast touring cars, his experiences with the relative durability of British and American cars are borne out by thousands of Australian motorists.

Australian conditions test a car severely. Major highways may have fair bitumen or gravel surfaces, but less important country roads are usually badly corrugated, with many rocky sections. Straights five miles or more in length, giving perfect visibility, tempt the driver to maintain speeds which shatter his suspension on the rough surfaces. Climbs of five thousand feet may have to be attempted in temperatures exceeding 100 deg F in the shade (of which there is usually little or none). Suburban roads, at least in Melbourne, are often worse than country roads, as the local councils, whose responsibility they are, care nought for the interests of through-traffic. Once smooth, bitumen roads, unrepaired during or since the war, have been pounded to rubble by heavy buses and transports, a load they were never designed to carry.

British cars are very common in Australia since dollar restrictions cut American imports to a trickle. Their performance, economy, roadholding and bodywork are everywhere admired; their restrained styling is usually preferred; their smaller size is more practical in congested traffic, but they lack the all-important quality possessed by American cars—the ability to go and to keep on going under all conditions. British manufacturers apparently refuse to believe that a car, which gives excellent service in the cool climate and on the superb road surfaces of England, can shake ignominiously to pieces in Australia.

Australian mechanics derive most of their income from ser-

ving British cars, but rarely drive them. Taxi-drivers struggle to obtain the few American cars that are coming into the country. How can one blame them when a taxi-driver told me that he had to replace dampers on his British car at the rate of one a week?

The Holden, built in Australia to an American design, has swept the Australian market, not merely because of its low price, but because it possesses the durability of larger American models. A very similar, popular 2-litre saloon of British make had far superior roadholding and interior trim, but was reduced to scrap-metal after 20,000 miles! A famous 3½-litre saloon has been abandoned by most of Victoria's sporting fraternity because incurable brake failure and overheating troubles make it unsuitable for the sporting uses for which its superb performance and roadholding would recommend it. It now finds a market among business men who value its bodywork.

There are signs that British manufacturers are waking up at last. Possibly an examination of the Australian used car market has stung them to life. A few recent models show great improvements which are reflected immediately in their resale values. The Morris Minor, although quite unsuited to long journeys, has an enthusiastic following among city drivers, and even short distance trials drivers find it to their liking. Certain Austin and Standard models have achieved successes, while the Humber Super Snipe seems to be one of the stoutest cars produced in England.

If all British cars are brought to the standard of the best, and better still than that, they may be able to defeat the challenge of the Volkswagen and the Fiat 1100. The horsepower race must surely sap the staying power of American cars, leaving an open market for a simple, sturdy, reliable and speedy British medium-sized family saloon, to fill the place in motorists' hearts occupied by Ford and Chevrolet.

Preston, Victoria, Australia.

MILES MAXWELL.

Collectors' Pieces

A Useful Source of Information

[66286].—Whilst your correspondent, Mr. J. M. Bell [66263], may find difficulty in acquiring catalogues of old vehicles, he may find that his local reference library can help with regard to road test reports and so on.

When I wanted information about a 1914 K.R.I.T., recently unearthed and believed to be the only one in Great Britain, I found that the Central Library in this city had bound and indexed copies of your admirable journal going back 50 years. They will take photostat copies of anything at reasonable cost and I now have *The Autocar* road test of the K.R.I.T. and have also read maintenance articles and users' opinions.

Browsing through these early editions is quite fascinating and I am sure present-day readers would relish "50 years ago" extracts, particularly those chosen with a sense of humour. Some of the weighty opinions of the past look amusing now.

Birmingham, 28.

W. A. EMETT.

Discount

Where is the Profit?

[66287].—I have read with interest the article in the issue of February 25 headed "Question Time At B.M.T.A.," particularly where members of the panel stated that the retailer's discount is 15 per cent on passenger car tyres, and 7½ per cent on giant tyres. I do not know whether these members set out deliberately to mislead, or whether they are unaware of the discounts allowed, but I have recently received in my mail a card (Enclosed.—Ed.) from a retailer offering 15 per cent off passenger and 10 per cent off giant tyres. This retailer must be making a profit whilst selling at these prices, so obviously he is receiving a greater discount than the B.M.T.A. are admitting.

Harmondsworth, Middlesex.

F. D. FAULKNER.

Armstrong-Whitworth

Interesting Recollections

[66288].—The correspondence under the above heading brings back very interesting memories, because I was a young apprentice at Scotswood under Major Wilson in those early days.

The history really began with Armstrong-Whitworth taking over the Wilson-Pilcher patents, a car with a flat four-cylinder engine slung in leather straps from the chassis and fitted with an epicyclic gear box. Major Wilson's first and only product

CORRESPONDENCE

continued

at Scotswood was the 30 h.p. car, one of which was entered and successfully proved itself in the R.A.C. Trials of 1908—the Grey Knight driven by Mr. Slaney.

Wilson was followed by Karl Brozyna, who produced the 18-22 h.p. car on the lines of the Fiat, then came the 15.9—by far the most popular of all the models—followed by the 17-25 and finally the six-cylinder car, known in the works as the B.30.

The leather-faced clutch referred to by Mr. A. L. MacDonald was fitted to a few cars only in the 15.9 h.p. range and his father was unlucky because it was soon superseded by the multi-plate Hele-Shaw.

During his time at Scotswood, Major Wilson designed a weird military contraption known as the gun tractor and I remember testing this with Hugh Knothe. It may interest your correspondent, Mr. B. Mantle [66246], to know that Knothe again joined up with Wilson when the latter had quite a lot to do with the design of the first tanks used in World War I.

Tarporley, Cheshire.

FRED S. WEARMOUTH.

Unequivocal

The Finest Woman Driver Ever?

[66289].—I do not think that there is anyone who would dispute the fact that Miss Sheila Van Damm is the finest woman driver of the present day; but I wonder if anybody would like to argue with me if I say that, in my opinion, the words "present day" should really be altered to "the world of motoring has ever known."

I have not had the pleasure of even meeting her and I do not only base my assertion on her record of successes, but also on what I have been told by male drivers and officials who have come across her in connection with competitions during these last two years.

W. F. FELL.

Liverpool, 20.

Shattering

Toughened Glass Again

[66290].—A few days ago a stone thrown against my screen caused loss of vision, accompanied by a report like a revolver shot. The screen remained in one piece and, although I pushed my hand through it, several seconds elapsed before the normal reactions of the body came into play. Fortunately, I had only just started to move away after an obstruction and was doing no more than 15 m.p.h.

Enquiry showed that export models of my car are fitted with laminated screens (at an extra home market cost of £8, which is self-explanatory!) and I have had one fitted.

Recent proposals to increase the size of the particles into which the glass fractures are of little importance since curved and sloping screens cause severe internal reflection and refraction, so that the final result of loss of visibility is much the same whatever the size of the particles.

J. B. HALEY.

Hatfield, Hertfordshire.

[This problem, an old one, is complex, and motorists should bear in mind that laminated glass has disadvantages also.—ED.]

Further Examples

[66291].—In reply to letter [66231] may I say that this phenomenon of the exploding glass is not really an isolated one. Many years ago I purchased several dozen unbreakable glass tumblers (for café use) and these are made of what appears to be perfectly ordinary glass which has been toughened in the manner of car windscreens. These tumblers may be hurled quite violently on to a concrete floor without shattering, and resist considerable extremes of temperature, again without ill-effect.

However, every few months one explodes in the manner mentioned by your correspondent, and this occurs irrespective of whether the glass is in use or merely resting, untouched, on a shelf.

Presumably, such toughened glass is under stress from the moment it is so treated, and I presume that it absorbs punishment for a period of time until some tiny flaw becomes the focal point of these stresses, whereupon the lot goes up with a bang. I assume that a windscreen of the laminated variety has never broken without obvious cause. After all, many factors could contribute to shattering a toughened windscreen, apart from missiles; such factors as the heating of the interior by means

of demisters, whilst the outside is subjected to a cold, fast airstream. Perhaps, too, the blow that a windscreen received last year may cause it to disintegrate next week. The tumblers I mentioned certainly behave like that.

Bolton, Lancashire.

H. G. SABINI.

Increasing the Yield

Advantages of a Higher Geared Axle

[66292].—Mr. Viktor Furst [66226] raises a very interesting point in his letter in your issue of February 11.

Although my company does not market a conversion for the Ford vehicles, the fitting of higher axle ratios or overdrives in conversions is a matter which greatly affects economy.

The tendency of various manufacturers to use comparatively low geared axles so that gear changing is reduced is quite common these days; but when the b.h.p. output of an engine is increased, together with its torque, the desirability of a higher axle ratio is frequently found, so that the best results can be obtained from a conversion. There are, of course, some cars which are fairly highly geared, and which would not benefit from a raised axle ratio after conversion, and this particularly applies to the Standard Ten, which has already a 4.55 to 1 rear axle ratio, and also to the side-valve Morris Minor.

In the conversion which we market, higher axle ratios can be fitted to the overhead-valve Morris Minor, Standard Eight, the earlier Austin A.30 models, all models of the Austin A.40, and also the new Morris Cowley.

The following table, taken from an independent road test, shows how the Morris Minor benefits enormously in performance from the twin carburettor conversion, whilst the raising of the axle ratio not only helps performance, but also gives improved economy figures, and the lower engine r.p.m., of course, reduces engine wear as well.

	Standard Minor	Converted Minor
Acceleration through gears		
0-30 m.p.h.	8.4 sec	7.2 sec
0-40 m.p.h.	14.9 sec	12.2 sec
0-50 m.p.h.	28.6 sec	18.6 sec
0-60 m.p.h.	—	33.5 sec
Standing 1-mile	26.5 sec	24.4 sec
Fuel consumption		
At steady 30 m.p.h.	52.5 m.p.g.	62.0 m.p.g.
At steady 40 m.p.h.	48.5 m.p.g.	58.0 m.p.g.
At steady 50 m.p.h.	41.5 m.p.g.	49.5 m.p.g.
At steady 60 m.p.h.	31.0 m.p.g.	41.5 m.p.g.

The conclusions are, of course, obvious. By fitting the twin carburettors and high compression head, breathing, efficiency and performance are improved, and the higher axle ratio, in reducing r.p.m., gives more miles per gallon, plus higher road speeds.

MICHAEL A. H. CHRISTIE, Managing Director,
Alexander Engineering Co., Ltd.

Haddenham, Buckinghamshire.

Cylinder Life

When the Chromium Ring Needs Replacing

[66293].—I have read with great interest the article by J. R. Davey on rings and bores ("Modern Improvements in Cylinder Life," *The Autocar*, January 28). The fact that the fitting of chromium-plated top rings to freshly machined bores will prolong both ring and bore life has been established very clearly. What Mr. Davey does not discuss is what should be done when the time comes to replace the chromium ring.

After reboring my Series E Morris Eight engine and fitting chromium top rings, the oil consumption after 24,000 miles is now up to 300 miles per pint from the original 400 miles per pint. Compression and performance are wonderful, there is no piston slap, everything is fine. Nevertheless, I am reminded that one day the rings will have to be renewed. Can a new chromium ring be fitted to a worn bore to give the enhanced performance of the first one? I suspect not, and that either a standard ring or a Duaflex will have to be resorted to.

N. Harrow, Middx.

R. H. BYGRAVE.

[The author writes: "There is a possibility that the chromium rings, with their very hard faces, will last as long as the life of the bores. But if compression ring replacement becomes necessary, it will be necessary to use a stepped ring, to clear the step formed in the worn bore. The Duaflex is a lower ring, for oil control, not a compression ring."—ED.]

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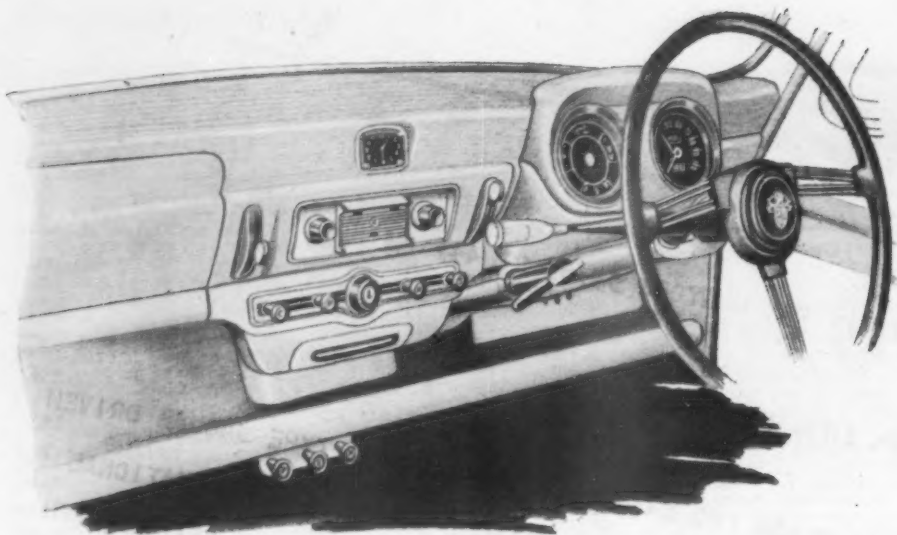
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C. H. Threlfall leaves the starting line with his Turner (winner of the 1½-litre class) during the inter-Varsity speed trial. Behind him, awaiting his turn to start, is R. O. Jennings in his Cooper-M.G.

MARR INTER-VARSITY FASTEST

A COLD BUT INTERESTING DAY AT TEMPSFORD

THE event held by the Cambridge University A.C. and Combined Universities M.C. last Sunday was unlike many events which are called "speed trials" but which are, in fact, acceleration tests. In the average "speed trial," the criterion is the time taken to go so far in a straight line from a standing start. But at this inter-Varsity event competitors were faced with a tricky course that took in some deceptive bends and brought them back to finish at their starting point. The site was Tempsford Aerodrome, which is some eight miles north of Biggleswade, on the Great North Road (A1). And it was very, very cold.

It was so cold that familiar faces often passed unnoticed because they bore such unnatural colour and expression! But at least the snow, which had covered a great part of the country during the preceding night, left Tempsford in peace, and the trials could take place. Before the war this event had always a specially interesting atmosphere. There were the undergraduates with their extraordinary machinery; and there were the post-graduates with some of the fastest cars in the country. And despite the upset of the war it is still an event of character.

The entry included T. A. D. Crook, with his Cooper-Bristol in supercharged form and his Bristol 405 saloon; Leslie Marr with the Connaught with which he did so well last season; W. A. Scott-Brown with a Peugeot 203 (which was a little different from the more customary Lister-Bristol); Ken Richardson, of the Standard company, with a Triumph TR2 and a Standard Eight; and a host of other sports and family cars, open and closed.

Proceedings were scheduled to start at 12.30 p.m. but got under way rather late. Considering the weather, this was not any cause for wonder. The electric timing apparatus was set up, and the Redex company got into action with loudspeaker equipment: then the business of the day began. There were several classes, and even the slower cars had some difficulty on the wet, slippery corners; particularly on the last S bend before the finish, which

could be taken very fast—if the driver knew how! However, incidents were rare, and competitors as a whole were to be congratulated on the way in which they stayed on the road.

Praise for Two

In the conditions prevailing it was not possible to pick out with any certainty the cars that are likely to prove particularly fast in the races of the coming season, but special praise was owing to Marr and Crook. The former set up fastest time of the day in his Connaught with just 0.8 sec over one minute, and won a second class in addition with a time of 1min 1.38sec. Crook also deserved praise for winning two classes, one with his Bristol 405 in 1min 10.02sec, the other with his blown Cooper-Bristol in 1 min 2.0sec, very little behind Marr.

Dr. Sheppard deserved credit because he urged his DB2-4 Aston Martin round the course in 1min 9.5sec to beat several Jaguars and other potent production cars;

and Ken Richardson, although out of luck with the TR2, took his class with his Standard Eight in the creditable time of 1min 13.24sec. C. H. Threlfall had not lost his knack at this type of event, and he won the 1½-litre class with his Turner in 1min 5.38sec.

The organization was good, but it did fall down badly in one respect. The excellent attendance was faced with the virtually impossible task of crossing the path of the cars twice to reach a cup of tea!

PROVISIONAL RESULTS

E.R.A. Cup for F.T.D.: Connaught (L. Marr), 1m 0.8s.

Open cars up to 1,200 c.c.: Lotus (J. Anstie-Brown), 1m 11.38s. 1,201 to 1,500: Turner (C. H. Threlfall), 1m 5.38s. 1,501 to 2,000: Triumph TR2 (J. D. Scott), 1m 17s. Over 2,000: Cooper-Bristol (T. A. D. Crook), 1m 2s.

Racing cars (unlimited): Connaught (L. Marr), 1m 1.38s.

Closed cars up to 1,200 c.c.: Standard Eight (K. Richardson), 1m 13.24s. 1,201 to 1,500: Jowett Jupiter (N. A. Thomas), 1m 9.12s. 1,501 to 2,000: Bristol 405 (T. A. D. Crook), 1m 10.02s. Over 2,000: Aston Martin DB2-4 (Dr. Sheppard), 1m 9.5s.

Open championship: Connaught (L. Marr), 1m 0.8s.



Variety among the competing cars was particularly noticeable at this event. Here are a Triumph TR2, an elderly Le Mans Singer Nine of the type at one time raced by the works, and a Lotus

BUGATTI SEASON OPENS

IN addition to its increasingly popular Prescott meetings, the Bugatti Owners' Club punctuates its sporting season with some first-class social events; last Sunday the first of this year's gatherings—the Opening Rally—was held at Chadwick Manor, Knowle, near Birmingham. The real purpose of the gathering (some 200 strong) was the distribution of the prizes and trophies for last year's events; this was combined with a lunch party, a *concours d'élégance*, and tea to round things off. It was a pleasant occasion, and gave the opportunity for reunions of friends before the season gets under way, and for chatter of work done on the cars during the winter.

After lunch, Roy Taylor (chairman of the club) apologized for the fact that the date for the Members' Practice Day at Prescott had necessarily been changed to Easter Saturday because this meeting is to be broadcast on Television—an excellent move on the part of the B.B.C. Entries for the *concours* were sadly lacking in representatives of the *marque*—though Bugattis are hardly the sort of conveyances in which to attend social

Final polishing for A. W. Rippon's Type 23 Bugatti, outside Chadwick Manor. The labour was not in vain as the car won the Brescia Cup in the *concours d'élégance*



functions in the snow—but some interesting cars were present, notably W. A. L. Cook's type 57SC Bugatti with elegant coachwork designed by Eric Giles, and D. Hamilton-Adams' V12 cylinder Lagonda.

Besides the prizes won at the various meetings last year (published in *The Autocar* with the reports of the meetings themselves) the following trophies were distributed at the prize-giving:

Victor Ludorum Trophy: M. A. H. Christie.
Jean Bugatti Trophy: P. J. Stubbsfield. Brescia Challenge Cup: T. R. King-Smith. George Harris Challenge Cup: W. A. L. Cook. Percy Fawcett

Cup: C. S. Henderson. Jacques Challenge Cup: J. J. Vitt. Taylor Trophy: R. L. H. Stevright. John Bowen Cup: A. E. Haworth. Birrell Challenge Cup: R. C. Green. Staniland Trophy: J. Rieley-Prichard. Windrum Trophy: Mrs. Doreen Fielding. 500 Challenge Cup: C. A. N. May. Invicta Challenge Cup: L. Mills. Winter Trial Challenge Cup: D. S. Done. Stubbsfield Trophy: J. J. Vitt. Monroe Trophy: J. J. Vitt. Coronation Cup: T. A. D. Crook. Bachelor Trophy: T. A. Roberts. Miller Trophy: M. L. Brewer. Other Makes Challenge Cup: C. W. F. Hampton. Saines Trophy: No award.

Concours d'élégance Results: George Harris Challenge Cup: Bugatti Type 57SC (W. A. L. Cook). Brescia Cup: Type 23 (A. W. Rippon). Taylor Trophy: Type 55A (D. Vickers-Jones). Jacques Cup: Type 57S (R. C. Symondson). Other Makes Challenge Cup: Lagonda V12 (D. Hamilton-Adams).

RALLY IN PROGRESS

IT was bright sunshine when the first half of the R.A.C. Rally starters left Hastings; but the slight thaw held the threat of ice when wet roads froze again, and the last competitors left under an overcast sky with flurries of snow descending and the temperature dropping. The greater part of the starters were already wearing snow tyres—in anticipation.

Deposits of snow collected on the way down, dropped from under wings on those parts of the starting test where violent manoeuvres took place. The tests were quiet, for nobody risks wrapping his car round a pylon at the very start of such a great and long event, but A. G. Imhof's veteran Cadillac-engined Allard two-seater was imposing.



Among the competitors in this year's R.A.C. Rally are Miss Pat Moss and Miss Pat Faichney, seen here with their M.G. TF. This is Miss Moss' first international rally; but her name is almost as well known in show jumping circles as that of her brother Stirling in motor racing

Among the 120 Hastings entries there was but a single non-starter—A. B. Fraser's Sunbeam. A rally policeman, Sergeant J. Clegg (Sunbeam-Talbot) was involved in a collision on the way down, but he started, for the car had only coachwork damage.

It was a great gathering of skilled hands and fine cars. Prominent among the visitors from abroad was the famous Continental winner of rallies, W. Schluter, leading a string of D.K.W.s. Another famous visitor, M. Gatsonides, driving with R. Maki, was in an Aston Martin DB2-4. R. W. Faulkner, veteran trials and rally competitor, appeared driving a similar model.

S. H. Allard and his brother, with a Zephyr, looked almost as if it was an excursion or shopping expedition—dramatic equipment was noticeably lacking. The same applied to T. C. Harrison and his son, in a similar car.

Meanwhile, on a fine but cold afternoon, the other half of the entry was engaged in a similar manoeuvring test at Blackpool, before setting out (after a slight delay owing to a fault in the timing apparatus) on the long journey round England and Wales. Since then competitors have been engaged in a long series of tests and special road sections; today they are at Silverstone for a standing-start half-mile sprint and Prescott for a timed climb.

Tonight—the last of the rally—will see them in the West Country for the last of the special road sections. Early tomorrow the first of the long line will set out from Crewkerne, in Somerset, en route for Goodwood; from seven o'clock in the morning the Sussex circuit will resound to the squeal of tyres and hum of exhausts as cars undergo yet another test. The first arrival at Hastings, scene of the last test of all, is scheduled for 11 a.m. to-morrow, and the test—on the sea front—will be a scene of activity until well on into the afternoon. And that will conclude what may well prove to have been the stiffest R.A.C. Rally yet.

THE SPORT

by

J. A. COOPER

NEW R.A.C. MEMBERSHIP

SCREEN OF SECRECY

SPORTS CAR SPEEDS

THE R.A.C. has introduced a new form of membership, specifically for those interested in motoring sport in all its forms. It is open to all the past and present holders of a competition licence, and carries with it the privileges and services hitherto available only to full and associate members of the club—these include free legal aid, the "Get-you-home" service, and the use of the R.A.C. telephone boxes, among many others.

Members of the new motor sport section will be entitled to a new and

last week. As I predicted, the location is in Derbyshire, between Ashbourne and Buxton; the length of the lap is spoken of as twelve miles, including one very long straight stretch.

A 12-mile lap is very good from the drivers' point of view, but has disadvantages as far as spectators are concerned, as everyone will realize who has visited the Nurburgring circuit in Germany. In a Grand Prix of average length, the spectators will see the competitors only twenty-five times or so, unless there are vantage points giving views of more than one section of the route. However, we must wait and see; it all sounds most interesting, and will be, we hope, the start of great things. It will, if all goes well, be the first English (though not the first British) public road speed course for thirty years.



The new badge

very handsome badge, to be carried on their cars. Stirling Moss has consented to become member number one, and no doubt many enthusiasts will follow his number. Those who are already members or associate members of the R.A.C. may become motor sport members without additional charge, save for the payment of one guinea for the new badge. All other competition licence holders (past or present) may become members on payment of an annual subscription of two guineas, plus one guinea fee for the badge.

This should be a popular move on the part of the R.A.C., and is evidence of the club's growing interest in the sport as a whole. It is possible that further activities or privileges of the motor sport section will follow, once the extent of its appeal has been assessed.

A FEW further details have filtered through the close screen of secrecy surrounding the new proposed racing circuit on the public roads of England, to which reference was made in this column

Here are the speeds achieved by the first ten in the sports car class:

	m.p.h.
1. Jaguar D-type (P. Walters)	164.136
2. Ferrari 4.5-litre (J. Rutherford)	152.275
3. Ferrari 4.5-litre (J. Kimberly)	151.700
4. Ferrari 4.5-litre (J. Shakespeare)	148.755
5. Ferrari 4.5-litre (W. Frick)	145.115
6. Cunningham C4R (B. Cunningham) ..	144.405
7. Ferrari Monza (B. Saidi)	143.145
8. Mercedes-Benz 300SL (E. Rutherford) ..	133.340
9. Mercedes-Benz 300SL (D. Black)	130.175
10. Allard JR (A. Col. R. Tilley)	128.776

IT will be interesting to see how the D-type Jaguar, again with Walters (one of America's best sports car drivers) at the wheel, fares against strong privately entered Ferrari opposition in the 12-hour race at Sebring in Florida, which takes place on Sunday. Many British cars are competing in the race, and Moss and Macklin are sharing the wheel of one of the official Austin-Healey 100S entries. A Frazer-Nash Sebring model is—appropriately enough—among the entries, as are two examples of the latest streamlined Lotus—the Mark 9, with 1,100 c.c. Coventry-Climax engine. Last year, it will be remembered, the race was won dramatically by the 1.5-litre Osca entered by Briggs Cunningham and driven by Moss and American Bill Lloyd.

THE 1955 edition of the Sestriere Rally in Italy was one of the most difficult ever, largely by reason of bad weather conditions—which seem general, of late, in all parts of Europe. Outright victory went to Gatta and Mazzonis in a Lancia Aurelia Gran Turismo, from the Fiat 1100TV of Ciolfi and Monaco. A creditable victory in the class for modified cars up to 1,300 c.c. was that of the Peugeot 203 driven by Frenchmen Guiraud and Chevron, who successfully defeated a mass of Porsches and special Fiats.



Phil Walters, at the wheel of this D-type Jaguar, recently covered a flying mile at an average speed of over 164 m.p.h. at Daytona Beach in Florida

THE SPORT... continued

Mike Sparken, the promising young French driver, is here seen winning the over-2-litre sports car race at Agadir, in French Morocco



The two British entrants both did well: Mrs. Joy Cooke won the Ladies' Prize with her Ford Anglia, and Ken Wharton and Gordon Shanley were only narrowly defeated in their class in their Daimler Century, and finished seventh in general classification. The winners of this class were the German drivers Schock and Moll with their Mercedes-Benz; by reason of this and their fifth place in the Monte Carlo Rally, they now lead the 1955 European Touring Championship with 11 points, as against the 10 points scored by the winners of the two events (Gatta and Mazzonis, and Mallin and Fadum).

RESULTS

General Classification: 1. Lancia Aurelia (Gatta and Mazzonis), 25 penalty marks; 2. Fiat 1100TV (Cloth and Monaco), 52.4; 3. Lancia Aurelia (P. Valenzano and Spozetti), 55; 4. Alfa Romeo TI (Taramazzo and Guerino), 41; 5. Alfa Romeo TI (Mussio and Basili), 43; 6. Mercedes-Benz 220A (Schock and Moll), 51.4; 7. Daimler Century (Wharton and Shanley), 52; 8. Peugeot 205 (Guiraud and Chevroux), 56.6; 9. Porsche 356 (Westerholt and Theden), 61.1; 10. Alfa Romeo TI (G. and M. Costelli-Guidi), 74.5.

Class Winners.—Standard Production Touring, up to 140 c.c.: Dyma-Panhard (Blanchard and Laurent); 751 to 1,500: Fiat (Cloth and Monaco); 1,501 to 2,000: Alfa Romeo (Taramazzo and Guerino); over 2,000: Mercedes-Benz (Schock and Moll).

Grand Tourisme and Modified Touring, up to 1,500: Peugeot (Guiraud and Chevroux); 1,501 to 2,000: Alfa Romeo (G. Valenzano and Molino); over 2,000: Lancia (Gatta and Mazzonis).

"HAGLEY and District Club events, whether social or competitive, are always enjoyable and well organized," said A. G. Douglas Cleave, Midland editor of *The Autocar*, in proposing the toast of the club at the annual dinner-dance and presentation of awards at the Raven Hotel, Droitwich, last Friday. Certainly the event in question went with a swing and attracted an entry of about 160, including Ken Rawlings, who was

making his first public appearance after a long and severe illness and who received a very warm ovation. The speaker coupled the president, Ron Lowe, and Mrs. Lowe with the toast of the club, paying tribute to their unstinted hard work on its behalf.

In replying, the president reviewed the past year's events and the programme for 1955, and warmly thanked the officials and marshals for their help. G. T. I. Taylor displayed his famous charm of manner in toasting the guests, for whom adequate reply was made by J. B. Hay. Trophies were presented by Mrs. Lowe, and then it was a case of on with the dance.

IN the sports car races at Agadir in French Morocco, which took place on Sunday, February 27, the victories in the 1½-litre and unlimited events went to the Porsche of Storez and the Ferrari 750S Monza of Sparken, respectively. This country was represented in the large capacity race only, by Duncan Hamilton with his Jaguar and Graham Whitehead with his Aston Martin; unfortunately they were both forced to retire with mechanical trouble. Guelfi, the Gordini driver who had been strongly fancied to carry the French colours, was running in two of the events (2-litre and unlimited); in the former he had to make four pit stops, and this unsettled him to such an extent that he never really got going in the latter, eventually finishing third.

RESULTS

Up to 1,000 c.c.: 1. Renault (Lacaze), 50.5 m.p.h.; 2. Panhard (Stempert); 3. Renault (Dufour).

1,001 to 1,500 c.c.: 1. Porsche 555 (Storez), 53.7 m.p.h.; 2. Portaz (Portaz); 3. S.A.P. (M. de Lomos).

17-20.—Lyon-Charbonnières rally, France.

18.—Oxford M.C. Annual dinner and dance, Randolph Hotel, Oxford.

19.—500 M.R.C. of Ireland. Race meeting, Kirkistown Airfield, County Down, Northern Ireland, 2 p.m.

19.—Sunbac. Colmore Trophy Trial, Ship-ton-on-Stour, Warwickshire, 9.30 a.m.

19.—South Essex M.C. Night navigation trial.

19.—Circle C.C. Touring Trial.

19-20.—Brighton and Hove M.C. Spring Rally.

19-20.—Renault O.C. Night navigation trial.

20.—Casablanca G.P., Morocco.

20.—Syracuse G.P., Sicily.

20.—Warrington and District M.C. Daffodil Rally.

20.—Hants and Berks M.C. Blackwater Trial. The Five Horseshoes, Remenham, Berkshire, 1 p.m.

20.—Seven-Fifty M.C. Allcomers Trial.

20.—M.G. Car Club (S.W. Centre). Sanctuary Trophy navigation rally.

20.—Eastern Counties M.C. Miniature Rally.

20.—Leicestershire C.C. Browett Trophy sporting trial.

20.—Morecambe C.C. Driving test rally.

COMING SHORTLY

MARCH 8-13.—R.A.C. Rally.

11.—Old Merchant Taylors' M.C. Film show, Durrants, Croxley Green, Hertfordshire, 8 p.m.

12-13.—Mid-Cheshire M.C. Spring Rally. The White Barn, Cuddington, near Northwich, Cheshire, 10 p.m.

12-13.—Fairley Aviation Company M.C. and C.C. Night navigation trial, White Lodge Garage, Staines Road East, Sunbury-on-Thames, Middlesex, 10.30 p.m.

13.—Scripps 12-hour race, Florida, U.S.A.

13.—Dakar G.P., Senegal.

13.—M.G. Car Club (N.W. Centre). Navigational rally.

13.—Kentish Border C.C. J. B. Taylor Cup Trial, Hill Top Restaurant, Wrotham Hill, Kent, 10 a.m.

15.—Northampton and District C.C. Annual general meeting, Queen Eleanor Hotel, Wootton, Northamptonshire, 8 p.m.

16.—West Essex C.C. Annual general meeting and film show, Three Jolly Wheelers, Woodford Bridge, Essex, 8 p.m.

17.—Surrey Sporting M.C. Film show, Warwick Hotel, Redhill, Surrey, 8 p.m.

1,401 to 2,000 c.c.: 1. Ferrari (Dellafavers), 56.0 m.p.h.; 2. Gordini (Bourrelly); 3. Gordini (Guelfi). **Over 2,000 c.c.:** 1. Ferrari 750S (Sparken), 60.8 m.p.h.; 2. Gordini (Bordoni); 3. Gordini (Guelfi). **Fastest lap:** Guelfi, 1m 25.6s, 63.6 m.p.h.

THE racing season in this country is almost with us now, and the first two fixtures are both scheduled to take place on March 26. One is a closed invitation meeting organized by the Snetterton Motor Racing Club, naturally at that Norfolk circuit; there are races for sports cars of all sizes, formula 3 and *formule libre* racing cars. The meeting is open to members of the West Essex C.C., Eastern Counties M.C., B.R.S.C.C., C.U.A.C., Cambridge 50 C.C. and, of course, the organizing club. Entries close on March 21; all enquiries to Oliver Sear, Snetterton M.R.C., Quidenham, Norwich.

On the same day the B.A.R.C. is staging the first 1955 edition of its popular members-only sports car race meetings at Goodwood. Classes for all sports cars, for ladies—an innovation—and for novices; entries close tomorrow (March 12), all enquiries to H. J. Morgan, B.A.R.C., 55, Park Lane, London, W.1.

On Sunday, April 3, the West Essex C.C. will hold its annual speed trial, this time at Wormingford Airfield, near Colchester, Essex; this has a national permit, and will consist of a standing-start kilometre sprint. There are classes for all types of car, including saloons; regulations are available from A. J. Beagle, 2, The Leas, Avon Road, Upminster, Essex.

THEN comes Easter; and the Bristol M.C. and L.C.C. is the first in the list, with a closed invitation race meeting at Castle Combe on Easter Saturday, April 9. This is open not only to sports cars and both formula 3 and *formule libre* racing cars, but also to standard production touring cars (as in rallies); modified, or special series, production touring cars may also enter, in the class above that applying to their engine capacity. Invited clubs: B.R.D.C., B.A.R.C. and B.R.S.C.C.; entries close March 28, all enquiries to Mrs. K. R. Maurice, Castle Combe, Chippenham, Wiltshire.

Two big meetings are scheduled for Easter Monday, April 11; these are the traditional Goodwood and Brands Hatch fixtures, run by the B.A.R.C. and B.R.S.C.C. respectively. The Goodwood meeting is international and covers almost all types of racing and sports car (entries close March 21, enquiries to H. J. Morgan, as above), while the national meeting at Brands Hatch concentrates on sports cars and formula 3 racing cars (entries close March 21, enquiries to K. A. Gregory, 20, William IV Street, London, W.C.2). This is certainly going to be a busy season!

THE annual Night Navigation Trial run by the A.C. Owners' Club, which took place last weekend, was extremely successful despite the weather conditions; it did not actually snow all the time, but very nearly! Nevertheless, out of the 51 entries there were 43 starters, and only seven of these fell by the wayside during the course of the rally.

PROVISIONAL RESULTS

Best performance: Renault (K. Holloway), 214 marks lost.

First-class awards: Ford V8 (The Badgers), 246; Citroën (M. D. Tooley), 259; Ford Anglia (M. J. Munton), 259; Lancia (L. F. Harris), 274.

Second-class awards: Sunbeam Alpine (J. B. Sunley), 276; Standard Twelve (D. A. M. Jackson), 281; Ford Consul (J. E. Marchington), 296; M.G. (S. Moore), 317.

Bunkland Trophy (best A.C.O.C. member): A.C. (S. C. W. Wilkinson), 330.

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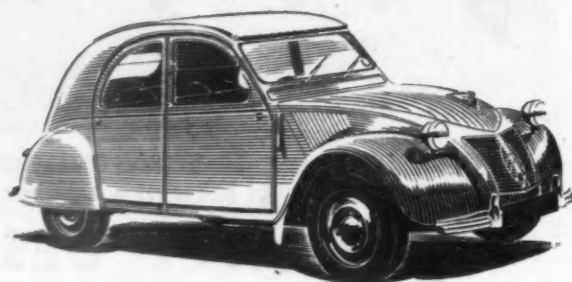
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The prizewinners and their trophies, at the Hagley and D.L.C.C. annual dinner (see paragraph in The Sport). Ken Rawlings, happily recovered from his recent illness, is seated on the left

CLUB NEWS

Liverpool M.C.—As snow had made roads impassable, it was decided to postpone the Jeans Gold Cup Rally, scheduled for February 26-27. The rally is now expected to be held in May, and the new date will be announced shortly.

A film show and rally forum will take place at the Hare and Hounds Hotel, Tarbock, near Liverpool, on March 16, starting at 7.30 p.m. Club members are invited to bring any interested friends.

R.A.F. Association M.C.—Recently formed by the Birkenhead branch of the R.A.F.A., this club has now received R.A.C. recognition. Membership is open to former and present members of the R.A.F. and their friends, and details can be obtained from the honorary secretary, R.A.F.A., Alton House, Shrewsbury Road, Birkenhead.

The club's first rally under the general competition rules of the R.A.C. will be held on March 27. The event, which is closed to members, will cover approximately 100 miles in North Wales and will be followed by a dinner and film show.

Birmingham University M.C.—Competitors in the Welsh Rally on February 20 found conditions treacherous. Roads were covered with snow and ice, and 35 of the 58 starters retired before the finish of the event. The results are:

Best performance: Ford Anglia (R. H. Dillow). **Class A:** Ford Anglia (P. J. Antonio). **Class B:** Ford Zephyr (S. T. Farnill). **Classes C and D:** no finishers. **Team award:** Hagley and District L.C.C.

Les-Francis O.C.—A social-cum-navigation event will be held in the Surrey-Hampshire area on Sunday, March 20; details are available from the honorary secretary, P. G. Tompkins, 3, Effingham House, Kingsnorton Park, Kingston Hill, Surrey.

Worcestershire M.C.—The annual general meeting was held at the Diglis Hotel in Worcester on February 24. Owing to bad weather conditions, the attendance was not so large as had been expected. Dr. W. D. Steel, who relinquished the chairmanship of the club, was thanked for the hard work he had done during his two-year period of office and was re-elected to the committee. The following officers were elected for 1955: Patron, Earl Beauchamp; president, G. H. Goodall; chairman, F. Sanders; vice-chairman, J. Dodds; competition secretary, J. Dodds; secretary, R. Butterell; treasurer, R. Harper.

Wolverhampton and South Staffs C.C.—Regulations are available for the Spring Trial to be held on March 20. The event, which is for standard production cars, will include driving tests and observed sections. The road section will be 60 miles in length, starting from the Staffordshire Tyre Company at Chapel Ash, Wolverhampton. Invited clubs

are Stafford and D.C.C., North Staffs M.C., V.S.C.C. (Midland Region), Walsall and D.C.C. and M.G.C.C. (Midland Centre). Entries, which close first post on March 14, should be sent to Miss J. Baggott, 230, Coalway Road, Wolverhampton.

M.C.C.—The club announces a correction in the results of the Exeter Trial held on January 7-8. E. G. Smith (A.R.M.) has been given a first-class award in place of a second-class award, and, having gained first-class awards in the Land's End and Edinburgh events, now qualifies for a Triple Award.

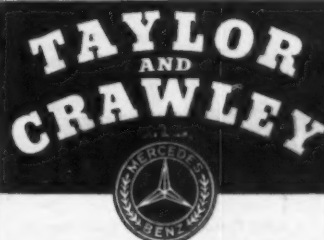
Incorporated Auctioneers' C.C.—A competitive run will be held on Sunday, March 20, starting from the car park at Keston Ponds, near Hayes, Kent. Visitors are welcome, and details can be obtained from M. Leggatt, 20, Starts Hill, Farnborough, Kent.

M.G.C.C. (N.W. Centre).—The Cockshoot Cup Trial will be run on April 17 as an event for standard cars. Invited clubs are: Lancashire A.C., Bolton-le-Moors C.C., Mid-Cheshire M.C., Stockport M.C., Chester M.C., and all centres of the M.G.C.C. The trial will start and finish at the Palace Hotel, Buxton, Derbyshire, and the course will not include any chassis-breaking sections. Regulations will shortly be available from L. Higginbottom, 12, Hilton Street, Manchester, 1.

North London M.C.—At the annual general meeting held recently the chairman, A. W. Day, was able to report that the club had had a very successful year. A. M. Low was elected president, and A. J. M. Ivison, vice-president. Every Wednesday at 8 p.m. there is now an informal meeting in the lounge of the Rising Sun, Chase Side, Southgate, London, N.14.

B.A.R.C.—The Yorkshire centre has now produced regulations for the fifth All Fools' Rally, to be held on March 26 and 27. The start will be at the Victoria Hotel, Bradford, and the start control will open at 9 p.m., the first competitors departing at 10.01 p.m. The course will not exceed 225 miles, and it will be over main and secondary roads in the West Riding of Yorkshire. The course will include one or more map-reading sections, the routes of which will not be disclosed in advance. Secretary of the meeting is M. S. Wilson, Silver Royd House, Leeds, 12.

Northampton and D.C.C.—Forthcoming events include the annual general meeting on March 15, Esso films on March 22, and the Spring Road Trial on March 27. The first two items will be held at the Queen Eleanor Hotel, Wootton. For the trial, route cards will be issued, and there will be time checks around the course, which will be about 60 miles long. A set average speed must be maintained throughout, and main and minor roads will be included in the course. There may be gated farm roads, but no chassis-breaking sections. Any car will be suitable, and maps will not be necessary. The start of this event will also be at the Queen Eleanor Hotel.



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| BRISTOL | 406 Saloon registered September 1951, finished in black with beige upholstery, fitted with radio and heater. |
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Mr. S. F. Mitman, C.B.E., has been appointed deputy chairman and managing director of Borg-Warner, Ltd.

Mr. J. W. Tidswell has been appointed works manager of the factory in Hirwaun, in South Wales, of the Dunlop Rubber Co., Ltd.

The Mercedes-Benz cars which won the Grand Prix of Argentina on January 16 and the Grand Prix of Buenos Aires on January 30 were equipped with Bosch sparking plugs, and not as reported in these columns on February 4.

The Douglas Holt Tapstiller described on page 247 of the February 25 issue is a water filter and purifier, of use to motorists primarily for topping up batteries. It is not claimed that the device is a water softener.

At the third anniversary dinner of the Twenty-five Year club of the Pressed Steel Co., Ltd., there were 68 new members, making a total of 396. Mr. A. L. Shuttleworth, managing director, presented each new member with a gold watch and a silver enamel club badge.

IN BRIEF

At a recent meeting of representatives of Hepworth and Grandage, Ltd., in Bradford, Mr. E. Hepworth, chairman and managing director, said that a £750,000 expansion scheme is being put into effect. It includes the building of new offices, and extensive stores and despatch bays.

In this year's safe driving competition, organized by the Royal Society for the Prevention of Accidents, are 470 drivers of the Dunlop Rubber Co., Ltd. Drivers who have a clean accident record at the end of the year qualify for the Society's diploma. Last year 172 Dunlop drivers entered and 129 received awards.

Shortly before Easter the 1955 version of the Michelin Guide to France will be available in England. This is a most valuable book to anybody who is going to tour France. It is available at a cost of £1 1s from the Seymour Press, Ltd., 282, Vauxhall Bridge Road, London, S.W.1, to whom enquiries about any of the Michelin publications should also be addressed.

Employees of Vauxhall Motors, Ltd. are to receive an average of over £50 each this month as their share in the company's profits for 1954. A record total of £675,688 will be paid out to 13,457 people. The company believes that this is one of the largest profit-sharing distributions ever paid out by a British firm to its employees, and it compares with £305,451 distributed in the previous year.

The highest placed British competitor in the recent Monte Carlo Rally, Mr. R. G. Burgess, had his Ford Zephyr equipped with Michelin X tyres. All the works Ford Zephyrs entered in the R.A.C. Rally are also equipped with these tyres. The five Ford Anglias also entered by the manufacturers will be fitted with Michelin tyres, in this case the type known by the initials S.D.S.



A new windscreen wiper produced in America has an emergency speed-up device for use in conditions of heavy snow or torrential rain. The normal range of the wiper is reduced to a much shorter stroke which is traversed at much greater speed, helping to keep the field of vision, though reduced in area, clear under very adverse conditions.

Mr. D. E. Gough has been appointed manager of the British manufacturers' section and also overseas secretary of the Society of Motor Manufacturers and Traders. This follows the appointment of Mr. Stanley Clark as chief executive of the society. The former head of the legal department, Mr. W. T. Williams, has been appointed the society's secretary.

At a lunch in London, 13 new members, including two directors, joined the 21 Club of the Triplex Safety Glass Co., Ltd. The club was formed in 1950, and all members are Triplex employees with at least 21 years' service. The new members were presented with a watch, and either a cigarette case or silver salver, and a badge which they wear at work. There is also a club tie.

Jaguar sales and service weeks will be held as follows: March 14-18, Brown (Bath), Ltd., Bath, and Page Motors, Ltd., Epsom; March 14-19, Ashton Preston Garages, Preston; March 14-23, Ritchies, Ltd., Glasgow; March 28-April 1, Western Motors, Ltd., Bristol, and Willetts (Eastbourne), Ltd., Eastbourne; March 28-April 2, S.M.T. Sales and Service, Ltd., Carlisle, and Parkers (Manchester and Bolton), Ltd., Bolton.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:

No. 17062. 1934 Le Mans Singer Nine.
"B.H."—General information, maintenance hints and a handbook.

No. 17063. Ford Consul.
"L.B."—Experiences with the twin-carburettor conversion. What is the effect on engine reliability?

No. 17064. 1933 20 h.p. Daimler.
"E.H.H."—All available information and a handbook.

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1951 FORD ZEPHYR saloon, radio and heater, coachwork and interior unmarked, 1 owner, 26,000 miles	498	1947 AUSTIN 8 4-dr. saloon. In immaculate condition. Loose seat covers. Recently completely overhauled	299
1954 STANDARD 8 4-dr. de Luxe saloon. 9,000 miles only, htr. and various extras fitted. Undersealed. Taxed Dec.	469	1948 STANDARD 8 saloon. Grey with blue leather upholstery. Really immaculate throughout. Recond. engine fitted this year	299
1949 JAGUAR 2½-ltr. saloon. Really immaculate. Ace wheel discs. Fast and economical. Luxurious interior	419	1949 FORD PILOT saloon. Light green with upholds. to match, htr., spotlamps, taxed	299
1951 MORRIS MINOR saloon. High Wing model. In extremely sound condition. Amazingly economical to run	419	1939 AUSTIN 12 Ascot de Luxe saloon. Looks and runs like a post-war model. Really value for money	249
1950 AUSTIN A.40 Devon 4-dr. saloon. Comet blue with upholstery to match. Heater, spotlamps, etc. Really exceptional throughout	419	1939 MORRIS 8 4-door saloon. Comparable with the post-war model. Wonderful condition	239
1946 JAGUAR 1½-ltr. saloon. An outstanding example of the most popular model. Faultless throughout. Heater fitted	399	1940 FORD 10 PREFECT Dp. Hd. Foursome Coupe. New hood fitted, most attractive	239
1949 VAUXHALL VELOX saloon, rad. and htr., fitted seat covers, taxed March, dark blue, coachwork absolutely like new	399	1940 VAUXHALL 10 4 door Del. saloon, black with red leather uphol. Very sound condition	239
1949 MORGAN 4/4 2-str. Sports. A really exceptional example. Two spare wheels, engine in first-class condition. Coachwork as new	369	1938 SUNBEAM-TALBOT 10 Dp. Hd. Foursome Coupe, repainted maroon and cream. Extremely attractive	229
1948 HILLMAN MINX Phase II Estate Car, 4 doors, fold flat seats. Mechanically perfect	359	1939 JAGUAR 1½-ltr. saloon. Coachwork repainted, interior renovated. Extremely smart in appearance	229
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		1937 AUSTIN 7 Ruby saloon. Exceptionally clean for its age. Runs extremely well	129
		1935 MORRIS 8 4-door saloon. Real value for money. Clean and mechanically sound	99

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1955/6 FORD 10 Sal., all in good order, choice many from £166
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1957 FORD 8 Sal. repainted, seat covers, ex. mech., choice 2 £145
1955/6 FORD 8 Sal., clean cars, mech. sound, choice many from £166
1957 FORD V8 30 h.p. Uty. works body, mech., faultless £145
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1958 HILLMAN 10 Sal., very sound vehicle, ex. mech., choice two £165
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1956/7 HILLMAN 10 Sal., sound vehicles, mech. good, ch. many £135
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1946 HILLMAN Minor 10 h.p., original coachwork immac. throughout, mech. ex. £325
1959 HILLMAN 10 Sal. Black/brown leather interior, ex. mech. £225
1956 JAGUAR 24-litre sal. in Black, very clean vehicle, ex. mech., fitted radio £185
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1957 DAIMLER Straight 8 Lim., orig. coachwork in blue/black, special body, div., blue leather int., cond. as new, ex. tyres, mech. faultless £225

1947 FORD 10 cwt. Van, repainted, works maintained, one owner, ex. mech. £275
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1959 FORD V8 30 h.p. Uty. works body, respayed, ex. mech., new tyres £185
1959 FORD 10 Prefect Uty. attract. wooden body, clean vehicle, well maintained, ex. mech. £215
1959 HILLMAN 14 Sal. Black, large econ. vehicle, fitted wheel discs, ex. mech. £185
1938 HILLMAN 21 Sal. Black, fitted radio, div. blue leather int., very clean car, very sound mech. £195
1940 HILLMAN 10 Sal., in black, one owner from new, well maintained, seat covers, mech. sound £245
1936/7 HUMBER 27 h.p. Sal., in black, very sound vehicle throughout, ch. 4 £85
1942 Reg'd. HILLMAN 10 D/H. Black, sound tyres, clean car mech. sound £175
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1936/7 MORRIS 10 Sal., sound vehicles throughout, choice of many £135
1935/6 MORRIS 8 Sal., sound vehicles throughout, ex. mech. £115
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1938 MORRIS 12 Sal., respayed, mech. sound £195
1936 MORRIS 8 Sal., 4-door in green and blk., vehicle £145
1934 MORRIS Minor 2-seater Tourer in ex. cond. throughout, ex. mech. £95
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1950 MORRIS 10 cwt. Van, repainted, works maintained, one owner £285
1938 MORRIS 12 Sal. Black, seat covers, mech. very sound £195
1958 MORRIS 21 Sal., one owner from new, original coachwork, ex. tyres, ex. mech. £185
1957 STANDARD 9 Sal. Black four-door, sound vehicle throughout £165
1946 Reg'd STANDARD 12 Van, repainted, ex. mech., good tyres, ch. 3 £95
1939 STANDARD 14 Foursome D/H, respayed, new tyres, very attract. mech. very sound £295
1939 STANDARD 8 Tourer, respayed, new hood, good tyres, sound econ. £195
1939 STANDARD 14 Sal. Black, ex. coachwork, fitted heater, ex. performance mech. £225
1937 STANDARD 14 Sal., sound vehicle throughout, good tyres, ch. 2 £185
1938 STANDARD 10 Sal., 4-door, seat covers and radio, well maintained £195
1947 Reg'd STANDARD 14 Uty., large wooden body, very sound mech. £125
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AUSTIN A40 sal., 1951, earlier registration than above with htr. and radio, most immaculate..... £515
AUSTIN Somerset sal., 1953, one owner car of mod. mize, serviced by Austin agents..... £565
AUSTIN Somerset sal. 1954, full de Luxe, leather uphol., sunshine roof, immaculate..... £645
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AUSTIN 12 h.p. sal., 1940, similar five-seater body-work and shape to post-war series, good order..... £215
AUSTIN 16 h.p. Greenwood sal., 1937, a roomy five-seater car with smooth performance, etc. grn. £145
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SPECIALIST CARS

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SUNBEAM TALBOT 90 saloon, 1951, Mark II series, grey, grey hide, heater, superb order..... £625
SUNBEAM TALBOT 90 sal., 1951, similar Mark II, later registration, radio and heater..... £645
SUNBEAM TALBOT 90 coupe 1951, just fitted new Poly Vynol hood and Goodyear tyres..... £595
SUNBEAM TALBOT 90 coupe 1952, in silver-grey, very moderate total mileage, heater..... £665
SUNBEAM TALBOT 90 saloon 1952, bills available for maintenance by main Rooter agents..... £675
SUNBEAM TALBOT 90 saloon 1953 Mark IIA in pastel blue, fitted radio and heater..... £945
SUNBEAM TALBOT 90 saloon 1954, with over £150's worth of extras fitted, one owner..... £965
SUNBEAM TALBOT 90 coupe 1954, 14,100 very careful miles, spare unused, immaculate..... £945
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RILEY 2½ litre saloon 1948, original maroon finish with hide interior to match, fitted heater..... £495
RILEY 2½ litre saloon 1950, with radio and heater, just fitted Cromard liners and new tyres..... £675
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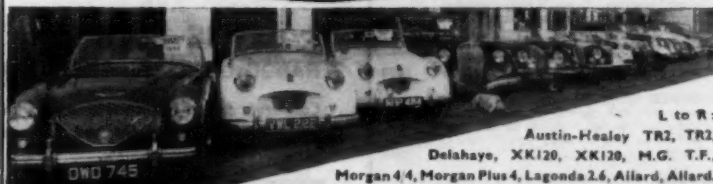
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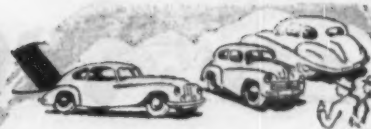


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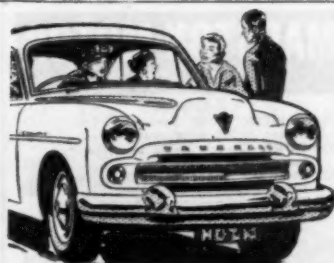
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WARWICK WRIGHT Ltd., 150, New Bond St., W.1. Main 4878. (C4043)

H. A. SAUNDERS Ltd., Golders Green, offer:—

1951 (June) Armstrong Siddeley 18 Hurricane drop head coupe, blue/blue hide, unrepeatable one owner specimen, highly recommended; £505.

AUSTIN ROSS, 143-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C4004)

1947 Armstrong Typhoon, one owner, excellent condition; £325.—Salmons Garages Ltd., Temple Bar 3393. (C4029)

ARMSTRONG SIDDELEY

1948 Armstrong Siddeley Typhoon, heater, manual gear box; £345.

HAROLD WEBB MOTORS, 765/7, Romford Rd., Manor Park, E.12. Hford 3151/2. (6370)

CHARLES FOLLETT Ltd., official Armstrong Siddeley retailers and repairers, offer:—

1953 (Dec.) Armstrong Sapphire, black, 9,000 miles, carefully maintained; £1,375.

THE above car has been fully serviced and guaranteed; H.P. facilities.

SHOWROOMS—18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores: Barnsdale Yard, off Elna Ave., W.9. Cunningham 5936. (C4010)

1952 Armstrong Siddeley Hurricane fourseater coupe in immaculate condition throughout; £625.

A. FREEMAN Ltd., Grosvenor Garage, Burnage, Tel. Burnage 2674-5. (6855)

1954 (July) Armstrong Siddeley Sapphire, colour black, low mileage, radio, heater, as new; £1,350.

PARSONS & PARSONS (GARAGES) Ltd., Potter St., Harlow. Tel. Potter St. 121. (C3058)

A CRES offer: 1947 Armstrong Hurricane drop head fourseater, extra including radio, heater, outstanding condition; £395.

A CRES AUTO, Ltd. 10 & 11, Ascot Parade, S.W.4. Tel. Ascot 2191. (C1002)

SAPPHIRE, 1953, green/grey, electric pre-selector gear box, heater; £1,250.—Bath Service Garage, Walcot St., Bath 2191. (C3069)

1947-8 Armstrong 17 saloon, guaranteed; £330 payments.—Oldfield, 586, Kensington High St., W.14. Wes. 6631. (C3069)

1948 Armstrong Typhoon, a fine specimen, bargain price; £425.—Jack Pomeroy (Autos), 395, Hendon Way, N.W.4. Hendon 1425-4. (C3063)

1952 Armstrong Typhoon, a fine specimen, bargain price; £425.—Jack Pomeroy (Autos), 395, Hendon Way, N.W.4. Hendon 1425-4. (C3063)

CASS'S MOTOR MAR—1949 Armstrong Typhoon, black R. & H. recently serviced by makers, outstanding condition; £525, written guarantee; 5, Warren St., W.1. Euston 5921. (C1040)

1952 Armstrong Siddeley Lancaster saloon, 1952 synchromesh, heater, grey, blue leather, unregistered; £650, h.p.—10, Garth Close, Kingston-on-Thames. Tel. 6630. (8176)

G & M ALFREDS (1956) Ltd.—1953 Armstrong Sapphire Mark II, electric pre-selector, radio, heater, low mileage, above average; £1,125.—4, Warren St., W.1. Euston 5926. (C1005)

1949 Armstrong Lancaster saloon, grey, maroon upholstery, heater, radio, immaculate condition; £575.—Mill Lane, Wray Common Rd., Reigate. Redhill 1002. (8046)

1951 Armstrong Siddeley Whitley saloon, one owner, black, heater, low mileage, in magnificent order throughout; £625; written guarantee; terms, exchanges, trade enquiries welcomed.

HAROLD SIMONS Ltd., 397/401, High Road, East Finchley, N.2. Finchley 0052-53-54 anytime. (C4065)

1952-3 Hurricane drop head, drop tone, factory owned, superb condition, fitted radio and heater; unrepeatable offer; £595/11—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. Open all day Saturday. (C1011)

MARK II Armstrong Siddeley Sapphire, automatic gear, twin carburetors, bucket seats, H.M.V. radio, black and beige, taxed, 1,500 miles only; cost £2,100; offered at £1,825.—The Reigate Garage, 18223 Bell St., Reigate 3335. (8223)

1939 Armstrong 16 saloon, superb; £185; Trade Enquiries Welcome—Terms and exchanges.—Roya Automobiles Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 3894. (C3059)

ARMSTRONG SIDDELEY Sapphire, first registered October 1953, 6,600 miles, pre-selector gear box, finished royal blue with blue hide upholstery, wing mirrors, immaculate condition; £1,295.—Appyard of Leeds Ltd., North St., Leeds, 7, Tel. Leeds 52751.

WILSON'S, "The Enthusiastic Owner-Agents," have 5 carefully used 1954 Sapphires for sale; from £1,325; demonstrations and test driving Sunday h.p. up to maximum period.—34, Acre Lane, S.W.2. Brixton 4011 and 1-3. Dorking Rd., Epsom. Surrey. Epsom 3901. (C4008)

1955 Armstrong Siddeley Sapphire saloon, black trimmed brown, automatic gear box, 1,200 miles only, absolutely as new, terms, exchanges—F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (C2003)

1954 (August) Armstrong Siddeley Sapphire saloon, beautiful Corinthian green with light leather to match, guaranteed mileage only 5,100, tools and spare wheel not yet unwrapped, serviced and checked by makers, immaculate throughout; £1,450.—Kimberley, Southwood Ave., Coombe Lane, Kingston-on-Thames, Surrey. Malden 7668. (8336)

XXX 1953 (August) Armstrong Siddeley Whitley 4-door, 6-light saloon, luxuriously equipped and fitted with heater, dark blue and chromium with blue leather, a really immaculate and outstanding low-mileage, one-owner car very thoroughly recommended, written guarantee; £625; terms, exchanges—F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (C2003)

1952 Armstrong Siddeley, fitted with 3-seater fixed head coupe with large open pick-up body at rear with detachable tonneau cover, ideal body for country estate, finished ivory and maroon, one owner, beautifully kept, manual gear box, offered with written guarantee; £475; terms, exchanges—H. F. Edwards, 200, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (C2001)

A & S Limousines, 1951 14hp, partition, forward occasional, leather, black, immaculate. £395.

A & S AND SAUNDERS (Limousines Purchased), A Providence Court, North Audley Street, Mayfair 2941. (C1006)

Armstrong Siddeley Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hamstead (Tube) N.W.3. Ham. 6041. (W4018/R)

BARTLETT will pay more for good Armstrong Siddeley.—27, Pembroke Villas, W.11. Bay. 0535. (W1013)

ASTON MARTIN cars wanted for cash; full details—Friary Motors Ltd., Old Windsor, Windsor 2002-3. (10798/R)

H. A. SAUNDERS Ltd., Golders Green, require:—

ARMSTRONG SIDDELEY cars for cash.—140-144, Golders Green Rd., N.W.11. Speedwell 0011 (10 lines). (W2037)

KIRKWOOD CARS buy pre-war Armstrongs.—78, Streatham Hill, S.W.2. Tulse Hill 1288. (W2037)

Armstrong Siddeley Cars Wanted

WILSON'S, "The Enthusiastic Owner-Agents," want Armstrongs.—Brixton 4011, or Epsom 3901. (W4005/R)

GOOD Armstrong Siddeley required.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W200)

XXX H. F. Edwards offer immediate cash for good Armstrong Siddeley.—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

ARMSTRON MOTOR CO. Ltd. for your Armstrong Siddeley.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. (10183/R)

P&S and JOYCE Ltd., England's largest distributor, wish to purchase carefully used post-war Armstrong Siddeley cars.—194-198, Gt. Portland St., W.1. Museum 1001. (0535/R)

Armstrong Siddeley Spares and Service

A R M O O T ENGINEERING Ltd.

ARMSTRONG SIDDELEY specialists: complete overhauls and engineering service; 48-hour exchange engine and gear box services, quick, guaranteed services by specialists; trade and retail.

PRESELECTOR gear boxes, exchanges, reconditioning 48 hrs.—Arcot Eng. Ltd. 169, Fulham Rd., Chelsea, N.W.3. Ken. 7301 and 7321. (0644/R)

FULL repair and overhaul service for Armstrongs cars.—Harman, 24, Astwood Mews, S.W.7. Fremantle 7971. (10797/R)

BIRMINGHAM joint distributors; spare parts in stock.—1932—Frank Moseley (A. M. & S.), Ltd., The Depot, Steward St., Birmingham 18. Edg. 0916. (0548)

WILSON'S, "The Enthusiastic Owner-Agents," want Armstrongs.—Offer "Service that Exceeds"—34, Acre Lane, S.W.2. Brixton 4011, or 1-3. Dorking Rd., Epsom, Surrey. Epsom 3901. (10405/R)

P&S and JOYCE Ltd., 27, Peter St., Manchester 2, have large stocks of spares; reconditioning of cars and pre-selector gear boxes undertaken.—Tel. Deansgate 6151. (0622/R)

P&S and JOYCE Ltd., England's largest distributor for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9. (Colindale) 5431. (10670/R)

ASTON MARTIN

SLOCUMBS Ltd.

1953 Aston Martin DB2, registered 1952, 12,000 miles, immaculate dark blue, lavishly equipped and carefully maintained; £1,760, unique guarantee; part-exchange; cars or motor cycles.—38-52, Dudden Hill Lane (nr. Dollis Hill Underground). Tel. Willesden 4869. (C4017)

1953 (February) Aston Martin DB2, dark green, 20,000 miles; £1,700.—Fennell Garage, Bex. broke, Oxon. Tel. Kidlington 3329. (8194)

CHARLES FOLLETT Ltd., offer:—

1955 Aston Martin D.P. 2/4 drop head coupe, metallic pale green, mileage 600 only; this very rare car offered for immediate delivery at list price; £2,800.

SHOWROOMS—18 Berkeley St., W.1. Mayfair 6266.

SERVICE—Works and Stores: Barnsdale Yard, off Elna Ave., W.9. Cunningham 5936. (C4010)

BROOKLANDS: Aston Martin distributors.

1955 Series available and on show.

1954 Aston Martin DB 2-4 saloon, radio, heater.

1953 Aston Martin DB2 saloon, Vantage engine.

BUY or sell with confidence; guarantee.

103, New Bond St., London, W.1. Mayfair 3351. (C2029)

ASTON MARTIN 1933 (Oct.) 14-litre sports saloon, taxed, one careful owner since 1946; £130.—Finchley 6421. (8196)

J. H. BARTLETT—Aston Martin 1953 DB3, 150mph, £1,595; Aston Martin 1953 DB2, Vantage engine, high axle ratio, etc., 15,000 miles only; £1,695; Aston Martin 1952 DB2 saloon, just serviced by Aston Martin; £1,500; Aston Martin 1952 special works Le Mans car, £1,250.—27, Pembroke Villas, W.11. Bay. 0533. (C1013)

Aston Martin Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hamstead (Tube) N.W.3. Ham. 6041. (W4018/R)

BARTLETT will pay more for good Aston Martin.—27, Pembroke Villas, W.11. Bay. 0533. (W1013)

ASTON MARTIN cars wanted for cash; full details—Friary Motors Ltd., Old Windsor, Windsor 2002-3. (10798/R)

Aston Martin Spares and Service

FRIARY MOTORS Ltd., sole suppliers of spares, including reconditioned engines, for all Aston Martin cars produced up to 1940; specialised servicing facilities.

Aston Seven Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston 7.—Hamstead (Tube) N.W.3. Ham. 6041. (W4018/R)

AUSTIN A30

CAR MART Ltd.

LONDON distributors.

1954 Austin A30 4-door saloon, grey with blue upholstery; £475.

1954 with red upholstery; £475.—Car Mart Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. (C1039)

1954 Austin A30 4-door saloon, grey; £475.

N. J. HARRISON, Home, 235-7-9, Hammersmith Rd., N.W.6. Riverside 4646. (C3024)

H. A. SAUNDERS Ltd., Golders Green, require:—

1955 Austin A30; limited number of orders now acceptable from proven essential users, application forms, brochures, easy terms, demonstrations; from 2475, 74/2.

ASTON House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C4004)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A30
LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End Hill, N.8. Mountview 4401.

1953 (October) Austin A30 4-door saloon, 10,000 miles only, one owner, fitted with heater, perfect condition, guaranteed, £450. (C2053)

1955 Austin A30 saloon, 100 miles only—Slidley Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970 (C3006)

1954 Austin A30 2-door saloon, grey/blue, 16,000 miles, excellent condition.—Salmons Garages, Ltd., Temple Bar 3338. (C4029)

3000 Austin A30 2-door saloon, black with red leather, £460.—G. S. Hall, 302/306, King St. Hammersmith, W.6. Riv. 2881. (C3068)

1954 Austin A30 4-door saloon, colour grey, mileage 4,000, in as new condition; £485.—John Whalley, Ltd., London Rd., Bishop's Cleeve, Tel. 191-2. (C4051)

3000 miles only: 1954 (Sept.) Austin A30 2-door saloon, grey, one owner, chauffeur maintained: £475.—Waters, Crab Apple Court, Oxbott, Surrey, Oxted 2556. (C4072)

PRIDE & CLARKE, Ltd.—1953-4 Austin A30 2- and 4-door saloons, 3,000 to 14,000 miles, choice several from £449; three months' guarantee; terms, exchanges, loans.—Stockwell Rd. S.W.3. Brixton 6551. (C3068)

465 gns.—Austin A30, November, 1953, 4-door saloon, heater, one owner, 5,300 miles, practically new; terms, exchanges, insurance.—Tulse Hill Motors, Ltd., 23, Tulse Hill, Brixton, S.W.2. Tel. Bishop's Cleeve, Hampstead 6041. (C4018)

Austin A30 Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin A30 cars.—Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C0957/R)

G AUSTIN A30 (HENDON)—will buy your Austin A30.—Hendon 3359 and 8460. (W2074)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN EIGHT

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1947 Austin 8 4-door saloon, colour black, very clean, £250.—355, High Rd., Wembley, Middlesex. Tel. Wembley 4422 and 4423. (C4017)

1946 4-door saloon, exceptionally small mileage, one owner, £325.—E. Ham 2440. (C1019)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1940 model Austin 8 saloon; £225.—355, High Rd., Wembley, Middx. Tel. Wembley 4422 and 4423. (C4015)

1947 Austin 8 4-door saloon, immaculate; £325.—Jack Foxner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. (C3063)

1948 Austin 8 saloon, magnificent, guaranteed; £285.—payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. (C4016)

175 gns.—Austin 8 1939 saloon, sliding head, leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (W4018/R)

Austin Eight Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 8 cars for cash.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. (W4018/R)

PRIVATELY owned Austin 8—3-5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2768. (W2037)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN TEN

1947 Austin 10 de luxe saloon, genuine 20,000 miles only, one private owner, finished black, leather upholstery, as new; £550.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middx. (C4053)

MOTOCOURTISTS (LONDON), Ltd., 61, North Rd., East Finchley Station, N.2. Tudor 2301-2. (C3018)

1939 Austin 10 Cambridge saloon, reconditioned engine, very reliable; £190.—67, Forest Drive, S.E.9. (B172)

1946-7 Austin 10 saloon, immaculate throughout, 35,000 miles, £345.—Jack Foxner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. (C3063)

1946 black, brown leather, reconditioned engine and gear box, well maintained; £275.—Miles, Drice & Co. Ltd., Horn Lane, Acton, W.3. Acton 1019. (C4053)

1937 Austin 10 Cambridge saloon, in original condition, new engine just fitted, many extras, including heater, £215.—terms.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. (B365)

1939 Austin 10 Cambridge, excellent original condition throughout, colour black, new battery, excellent gear, £225 h.p. terms and exchanges.—Tel. Tudor 8073; Piccadilly 0293. (B349)

1940 Austin 10 de luxe saloon, recent recon. engine, very fine condition throughout; £265.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middx. (C4053)

1946 Austin 10 saloon, black, exceptionally good condition; £315.—Garage Service Co., Ltd., 10113, Finchley Rd., Golders Green, N.W.11. Speedwell 6882. (C2019)

1939 Austin 10hp saloon de luxe, repainted and fitted with Convey seat covers, very good mechanically, good tyres and battery, 3 months' guarantee; £235 or £260 deposit, balance over 18 months; many others; enquiries, insurance.—Tulse Hill Motors, Ltd., 23, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (C4071)

Austin Ten Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 10 cars for cash.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. (W4018/R)

AUSTIN A40

1949 A40 Dorset, new engine fitted last August, l.h.d.; £335. (C4016)

SCOTT GARAGE, 54, Finchley Rd., London, N.W.3. Tel. Hampstead 7775/8076. (C4016/R)

1954 A40 Somerset de luxe saloon, beige, red hide, sliding roof, fog lamp, etc., 7,900 miles; £325.—Robbins, East Putney, Tel. 4561. (C3010)

AUSTIN A40

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1953 A40 drop head coupe, grey with grey upholstery, heater, radio, twin spot lamps, one owner, 14,000 miles, excellent condition; £565. (C3042)

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, at Browns. (C3042)

A1 1952 Austin A40 Somerset, blue, sun roof, heater, one owner; £550. (C1025)

W. Ham. 2294 (six lines), 339, Finchley Rd., N. Finchley, N.12. Tel. Hillside 4444. (C1025)

1954 Austin A40 Somerset, saloon, black, heater, etc.; £605. (C1025)

NEWNHAM House, 233-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (C1025)

CAR MART, Ltd., LONDON distributors. (C1025)

1954 Austin A40 Somerset saloon, heater, green with brown upholstery; £595. (C1025)

1954 Austin A40 Somerset coupe, heater, green and grey with grey upholstery; £610.—Car Mart, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. (C1025)

BENTALLS, Ltd., Austin A40 Somerset, heater; £595. (C1025)

1953 Austin A40 Somerset sliding head, heater; £564. (C1025)

1952 Austin A40 Devon U53, heater; £535. (C1025)

KINGSTON-ON-THAMES, Kingston 1001. (C1025)

H. BEART & Co., Ltd., offer:—

1953 (December) Austin A40 Somerset saloon, one owner, genuine 9,000 miles; £595.—102, London Rd., Kingston-on-Thames, Kingston 3348. (C1025)

CHARLES POLLETT, Ltd., offer:—

1953 (Sept.) Austin A40 saloon, black, red interior, radio and heater, one owner, speedo. reading 5,400 miles only, exceptional car; £625; H.P. facilities. (C1025)

SHOWROOMS—18, Berkeley St., W.1. Mayfair 6266. (C1025)

SERVICE—Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010)

H. A. SAUNDERS, Ltd., offer:—

1954 Austin A40 sun saloon, black, red upholstery, heater; £675. (C2027)

836 842, High Rd., N.12. Hillside 5272 (8 lines). (C2027)

C.M.I. CAR SALES (Pri. 6623) offer:—

1954 Austin Somerset saloon, blue hide upholstery, sliding roof, heater; £615. (C1051)

THREE months' guarantee; terms; list on application. (C1051)

1953 Austin A40 Somerset; £585.—Below. (C1051)

1952 Austin A40 Somerset; £545.—Below. (C1051)

1951 Austin A40 Devon; £495.—Below. (C1051)

AL above are one owner, low mileage cars and each is fitted with heater; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2660. (C3035)

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1952 (Sept.) Austin Somerset one owner saloon, grey/blue hide, highly recommended; £535. (C3044)

1952 Austin A40 Somerset, one owner, black/red hide, immaculate; £555. (C3044)

1953 (late) Austin Somerset sunshine saloon, black/red hide, guaranteed, highly recommended; £575. (C3044)

1954 Austin House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C4004)

PHENIX MOTOR CO. (SURREY), Ltd., offer:—

1953 (Oct.) Austin A40 Somerset saloon, grey with blue upholstery, heater, 5,500 miles only; £645. (C3044)

PHENIX MOTOR CO. (SURREY), Ltd., High St., Surrey, Surrey, Vigilant 1121. (C3044)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1951 A40, fitted heater; £475. (C3044)

1953 A40 drop head, low mileage, immaculate; £595. (C3044)

1950 A40 saloons, choice of 4; £450. (C3044)

355 High Rd., Wembley, Middx. Tel. Wembley 4422 and 4423. (C4015)

395—Austin A40, 1949, heater, one owner, choice of two; £625.—British & Colonial Motors, Ltd., 13/14 Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station). Temple Bar 3394. (C3018)

WALTER SCOTT, Ltd.—August 1952 Somerset saloon, grey, leather, heater, 21,000 miles, excellent throughout, one owner; £525.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. (C4006)

KENTISH & THOMSON, Ltd., offer 1954 (June) Somerset de luxe saloon, grey, red leather, heater, 10,000 miles; £625, 1952 Somerset saloon, green, 15,000 miles only; £565.—564, Wickham Rd., Croydon, Tel. Springvale 3477. (C3018)

1954 (March) Austin A40 de luxe saloon, genuine 9,000 miles only, one private owner, fitted sun roof, beige leather, heater, finished trim, as new, £625.—Motourists (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. (C3018)

1953 (July) Austin A40 Somerset convertible coupe, finished Naples blue/beige leather, 15,000 miles from new, superb condition throughout; £585.—Gordon White & Co., Ltd., Overseas Cross 2077. (B295)

595 gns.—Austin A40, 1954 model Somerset saloon, Windsor grey, blue leather, heater, one owner, small mileage, excellent condition; terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

AUSTIN A40

£575 Austin A40 Somerset saloon, 1952, fawn de luxe model with leather upholstery and heater.—Below. (C1076)

£610 Austin A40 Somerset saloon 1953, de luxe, sun roof.—Below. (C1076)

£625 Austin A40 Somerset saloon, 1953, de luxe, leather upholstery, heater, radio, dual colour beige and blue. (C1076)

FERRARIS OF CRICKLEWOOD, Ltd., 200/220, Cricklewood Bdy., London, N.W.3. Gladstone 2234. Open week-days 9 a.m. to 6 p.m. (C3006)

1953 model Austin A40 Somerset de luxe saloon, one owner, leather, almost as new, guaranteed; £533. (C4067)

1950 Austin A40 saloon, heater, recon. engine since run 5,000 miles; superb condition, guaranteed; £465.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kim. 8104. (C0553/R)

1950 A40 saloon, immaculate, guaranteed; £415. (C1076)

1954 Austin A40 saloon; £635.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. (C4078)

1952 Austin A40 Somerset saloon, grey, heater, leather; £535.—L. F. Dove, Ltd., 115, Addison Rd., East Croydon, Add 066. (C1076)

1954 Austin A40 Somerset de luxe, heater, 10,000 miles; £620.—Vanderwell, 215, Haverstock Hill, N.W.3. Primrose 4441. (C4067)

1953 A40 Somerset coupe, blue, fitted heater, low mileage one owner; £560.—S. Bowen & Son, Hillside Garage, Edgware, Tel. Edgware 4464. (C1076)

1952 Austin A40, heater, excellent condition throughout; £510.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. (C3046)

1952 Somerset A40, black, heater, very nice condition; £515; written guarantee; terms, exchanges, trade enquiries welcomed. (C1076)

HAROLD SIMONS, Ltd., 397/401, High Road, East Finchley, N.2. Finchley 0029-53-54 anytime. (C4006)

1952 model A40 G.S.3, black/brown leather, low mileage, one owner, genuinely faultless, taxed; £510.—Bruce France, 8a, Cromwell Mews, South Ken. Fla. 0513. (C1076)

1948 Austin A40 Dorset saloon, radio, heater, very fine condition throughout, unmarked, guaranteed; £395.—G. W. Wilkin, Ltd., Lion Gate, East Finchley, N.2. Tudor 2301-2. (C3018)

HILLWOOD MOTORS—Austin A40 Devon 1951, black, brown interior, one owner, fitted with wind Smith, lower covers, spotlights, clock, etc.; £495.—Mill Hill (London), 4232. (B308)

1953 Austin A40 Somerset, blue and beige leather, heater, one owner, 2,000 miles only, immaculate condition throughout guaranteed; £575.—Kings Motors, 1, High St., Hounslow, Tel. 3532. (C3018)

1954 Austin A40 saloon, heater, 8,000 miles, excellent throughout, one owner; £525.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. (C4006)

1954 (March) Austin A40 de luxe saloon, genuine 9,000 miles only, one private owner, fitted sun roof, beige leather, heater, finished trim, as new, £625.—Motourists (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. (C3018)

1953 (July) Austin A40 Somerset convertible coupe, finished Naples blue/beige leather, 15,000 miles from new, superb condition throughout; £585.—Gordon White & Co., Ltd., Overseas Cross 2077. (B295)

595 gns.—Austin A40, 1954 model Somerset saloon, Windsor grey, blue leather, heater, one owner, small mileage, excellent condition; terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Austin A40 Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—Stanhouse House, 329, Euston Rd., N.W.1. Euston 1212. (C0957/R)

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A40 cars for cash.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. (W4018/R)

ALMOST new, A40 required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2876. (W3016)

A40 North E., East Finchley Station, N.2. Tudor 2301-2. (W3018)

AUSTIN A50

1954 Austin A50 Cambridge de luxe saloon, 2,500 miles only, indistinguishable from new, 3 months' guarantee; £725. (C1061)

C & W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6336 (3 lines). (C1061)

1955 model Austin A50 de luxe saloon, 1,900 miles only as brand new, guaranteed; £725.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middx. (C4053)

AUSTIN A50 Nov., 1954 ('55 model) full de luxe Cambridge blue, Had'omobile, heater, underseal, etc., taxes, cost £840, 2,000 careful miles, indistinguishable new; £735.—Nash 'Osherwood' Sutton Place, Abinger, Dorking Abinger 214. (B207)

AUSTIN TWELVE

1939 Austin 12 saloon, excellent, guaranteed; £175.—Vaughan, 17, Astwood Mews, S.W.7. (C4078)

£95 1935 A50 12/4 saloon, good order.—A. Z. Motors, 100, Palmerston Rd., N.W.6. (C1011)

£725 Open all day Saturday. (C1011)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TWELVE
1939 Austin 12.4 saloon, a specimen, £225; another, £175. Trade Enquiries Welcomed; terms and exchange. —Roya Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station).
Euston 2700 and 2894. (C3059)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hamstead (Tube), N.W.3. Ham 6041. (W4018/R)

AUSTIN SIXTEEN
1947 Austin 16, outstanding condition; £365. (C4015)

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hamstead 7779/8676. (C4016)

1948 Austin 16 saloon, black, in very good condition throughout; £375.—Hale Motors, Ltd., Tot. 7771/4. (C2077)

1949 Austin 16, superb condition; £365.—Kirkdale Cars, Cobles, Sydenham, S.E.26. (C2068)

1948 Austin 16, radio, heater, black saloon, lovely condition; £365.—Gardner & Co. (Hendon), Tel. Hendon 3559 and 9460. (C2074)

1948 Austin 16 saloon, black, guaranteed; £345; exchange terms. —Russell Gardens, Kensington, W.14. Park 9704 and 5966. (C4078)

HEARSES HEARSES, 16 HP Bearers, A70. Decks, New and Secondhand from £1150. Brochures Available. (C4018)

L.P.E. & SAUNDERS (COACHBUILDERS) LTD. A Station Approach, Kew Gardens, Richmond, 1161. (C4019)

1948 Austin 16 saloon, magnificent, guaranteed; £315.—Vaughan, 17, Astwood Mews, G.W.7, Fro. 3519. (C4078)

CAMDEN MOTORS, the limousine specialists. offer the following Austin 16 hire-car limousines, all standard production 4-door models with forward occasional, s. division and leather throughout. (C4078)

1951 model, in black, one local owner since new, coachwork just repainted, extremely good order; £645. (C4078)

1950 late registration, also one owner, with heater and radio built-in, moderate mileage; £645. (C4078)

1951 (July), one owner and in immaculate order throughout; £695. (C4078)

1949-50, in black, has done somewhat higher mileage than others above, comprehensively overhauled last October by Austin agents; £545. (C4078)

CAMDEN MOTORS, Leighton Buzzard 2041. Write for data sheet. Showrooms open until 8 p.m. (C4078)

365—Austin 16 1948 saloon, black sliding head, brown leather, heater, Acc Rimmelbiller, excellent condition; terms, exchanges, list; open 9-7 weekdays and Saturday.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C4018)

A & S—Limousine Hirecars, Selection Stock, partition, forward occasional, leather, written guarantee, reasonable prices. (C4018)

L.P.E. & SAUNDERS (Limousines Purchased), A Providence Court, North Audley Street. (C1006)

H. A. SAUNDERS, Ltd., Golders Green, require:— (C4018)

AUSTIN 16 cars for cash.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. (C4018)

A & S—Limousine Hirecars, Best Buyers, Best Prices. (C4018)

L.P.E. & SAUNDERS LTD., Providence Court, North Audley Street, London, Mayfair-2941. (W1005)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN A70 & A90

CAR MART, Ltd.

LONDON distributors.

1953 Austin A70 Hereford saloon, sliding head, heater, black with brown upholstery; £415. Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. (C1039)

COACHCRAFT offer:— (C1039)

£540 o.r.o.—1952 2 A90 hard top, heater, radio and every conceivable extra, local car most meticulously maintained, full history available, a most perfect example it would be hard to find, 3 months' mechanical guarantee; terms to suit and exchanges, etc.—Coachcraft, Elm Rd., Evesham, Tel. 6539. (C1039)

BOON & PITCHER, Limited.

1951 (June) Atlantic saloon, numerous extras, 31,000 miles, magnificent car; £495.—Castle-nau, S.W.13 (Hammermith Bridge). Riv. 4444. (C2053)

GLANFIELD LAWRENCE offer:— (C2053)

1950 (November) Austin A70 saloon, black, heater, radio, 2 owners, reconditioned engine, magnificent throughout; £485.—407, High Rd., N.12, Finchley 0091. (C2053)

CHARLES FOLLETT, Ltd., offer:— (C2053)

1952 A70 saloon, speed, reading 25,000, reconditioned engine, heater; £545. (C2053)

1953 A70 saloon, speed, reading 19,000, one owner, heater, £525. H.P. facilities, a most perfect example it would be hard to find, 3 months' mechanical guarantee; terms to suit and exchanges, etc.—Coachcraft, Elm Rd., Evesham, Tel. 6539. (C1039)

SHOWROOMS—16, Berkeley St., W.1. Mayfair 6266. (C1039)

SERVICE.—Works and Stores: Barnsdale Yard, off Eving Ave., W.9. Cunningham 5936. (C2010)

PETER BANTOCK CAR SALES offer:— (C2010)

1952 Austin A90 hard top, black/beige, 12,000 miles, unmarked; £595.—104, High Rd., Chiswick 2725/5870. (C1014)

H. A. SAUNDERS, Ltd., Golders Green, offer:— (C1014)

1952 (March) Austin A70 convertible coupe, grey/grey hid., one owner, highly recommended; £560. (C1014)

1952 (Aug.) Austin A70 Hereford saloon, one owner, grey/blue hide, heater, immaculate, well maintained; £425.—Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C4004)

AUSTIN A70, heater, first-class throughout; £400. (C4004)

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hamstead 7779/8676. (C4016)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:— (C4016)

1951 (late) Austin A90 hardtop, fitted heater; £450.—355, High Rd., Wembley, Midx. Tel. Wembley 4422 and 4423. (C4015)

AUSTIN A70 & A90

HENDON CENTRAL GARAGE, Ltd., offer:— (C4016)

1952 Austin A70 saloon, fitted radio and heater, taxed; this car is really unblemished and in first-class condition; £575.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 5264-5. (C2054)

1952 Hereford radio and heater, immaculate; £550. (C2054)

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hamstead 7779/8676. (C4016)

A CLAND & TABOR, Ltd., Welwyn By-Pass, Eria. A Welwyn 481-2-3, offer:— (C4016)

1954 Austin A70 Hereford saloon, finished black, brown leather, heater, low mileage, superb condition throughout; £675; maximum hire purchase terms available. (C1001)

£595—Austin A70 Hereford saloon, 1953, de luxe model, one owner.—Below. (C1001)

£625—Austin A70 Hereford saloon, 1953, black de luxe model, sunshine roof, one owner, low mileage. (C1001)

FERRARIS OF CRICKLEWOOD, Ltd., 200/220, Cricklewood Bdy, London, N.W.2. Gladstone 2234. Open week-days 9 a.m. to 6 p.m. (C2008)

1950 Atlantic, electric top, finished in black, beige, fitted with heater and radio, immaculate car; £485. (C2008)

CRIC HAYES, Ltd., 13, Blabrope Bridge Rd., W.2. Ambassadors 4561. (C2035)

1953 (June/August) A70, beige, heater, taxed; £565; terms, exchanges.—Thomas Motors, 117, London Rd., Kingston 8415. (C2229)

1952 A70 radio, heater, leather, low mileage, taxed; £545.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. (C4061)

£495—Austin A70 1951, de luxe saloon, fitted, registered 1953 by titled owner, left-hand drive, like brand new.—Below. (C4061)

£595—1952 A90 Atlantic hard-top coupe, beautiful specimen condition, choice 2; also choice drop head coupe; 3 months' guarantee; hire purchase, exchanges. (C4061)

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

1952 (May) A90 saloon, radio, heater, black, immaculate; £560.—Richards & Carr, Ltd., 55, Kinnerton St., S.W.1. Sloane 5424. (C3045)

1953 Austin A70, black, sunroof, radio and heater, one owner, £560.—Vandervell, 215, Harrington Hill, N.W.3. Primrose 4441. (C4067)

HILLWOOD MOTORS, 4222, Austin 1950, blue, brown leather, heater, sun roof, ideal family car; £445. —Mill Hill, London. (C3049)

G & M ALFREDS (1956), Ltd.—1951 Austin A70 average—6-7, Warren St., W.1. Euston 1268. (C1006)

1951 Austin A90 hard top, black with beige, one owner, excellent condition throughout; £525. (C1011)

Jack Smith, 25, Bruton Place, W.1. Mayfair 081. (C1011)

1951 Hereford, 21,000 miles only, excellent condition; bargain £485/11.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. Open all day Saturdays. (C1011)

1950 Austin A90 convertible, all electric, radio, heater, good condition throughout; £455.—E. B. Osborn, 55, Whitehall Rd., Handsworth, Birmingham, 21. (8284)

1950 Austin A70, radio, heater, one owner, immaculate throughout; 23,000 miles only; £465; terms.—Kirkdale Cars, Cobles Corner, Sydenham, S.E.26. Sydenham 6129. (C2068/1)

1950 (August) A70, owned by enthusiast, and in exceptional condition throughout; £545. (C2068/1)

JACK ROSE, Ltd., offer 1952-3 A70 saloon, guaranteed, 13,000 miles, as new; £575.—Stafford Rd., Wallington, Surrey, Wallington 6677; also High St., Banstead, Bury Heath 2376. (C3056)

1952 Austin A90 saloon, radio, heater, low mileage, covers, outstanding condition, 3 months' written guarantee; £575.—C.N.K., 353, Finchley Rd., N.W.3. Hamstead 5576. (C4016)

395—Austin A90 1949, Atlantic convertible, primrose, blue leather, heater, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C4018)

1951 A90 hard top Atlantic saloon, metallic grey/grey leather, radio, heater, one owner, supplied and serviced by new, splendid order throughout; £480.—Gordon White & Co., Ltd., Gernards Cross 2077. (8284)

1953 Austin A70, finished black, one owner, 23,000 miles, in very excellent condition throughout; £585; trade and part exchange enquiries invited. —C. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. (C3016)

11000 miles, late 1951 Hereford, one owner, new condition condition; £625; also Hampshire model, 8,000 miles genuine, equal to new, £425; terms or exchanges, trade enquiries.—Broadway Motors, 67, High St., Hounslow, Midx. Hov. 0175. (7499)

AUSTIN A90 convertible, power equipment, November 30, 1948, one owner only, and has been registered in this country since new, radio, heater, superb condition throughout; £450; exchanges, hire purchase, etc.—B. & H. Motors, 1465, High Rd., Weststones (Finchley), London, N.20. Tel. Hillside 6671-2. (C1020)

Austin A70 and A90 Cars Wanted

C

M

THE CAR MART, Ltd., London distributors wish to purchase Austin A70 and A90 cars—16, Uxbridge Rd., Ealing, W.5. Ealing 6600. (0353/R)

H. A. SAUNDERS, Ltd., Golders Green, require:— (C4018)

AUSTIN A90 cars for cash.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. (C4018)

LAMOST new A70 requires immediately—54, A Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

XXX H. P. Edwards offer immediate cash for 1950 Austin A70, 1465, High Rd., Weststones (Finchley), London, N.20. Tel. Hillside 6671-2. (W2020)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

A90 Atlantic convertible wanted.—Full details by letter only to F. B. Smith, 12, Hawkins Close, Dimes Green, London, E.12. (8284)

1951-52 A90 sports saloon, radio and heater, for cash, overdrive preferred but not essential. —John Richards, Bridge View, Churchstoke, Mont. Tel. 328. (8273)

AUSTIN EIGHTEEN

£185—1937 Austin 18 long chassis 7-seater saloon de luxe, ideal hire car for large family. —Below. (C4016)

£99—1937 Austin 18 5-seater saloon, ideal for caravaning; 3 months' guarantee; hire purchase, exchanges. (C4016)

LAMBS OF WOOD GREEN—Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

£395—1939 Austin 18 7-seater long chassis saloon, exceptional condition.—Autowork, Ltd., Southgate St., Winchester, Tel. 4963. (C1010)

AUSTIN EIGHTEEN Cars Wanted

AUSTIN 18's liver or Windsor saloons, good condition essential, prices and particulars to—E. Smith, 220, Maryvale Rd., Birmingham, 30. (8123)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

A & S—Limousine, 1939 Ranelagh, partition, forward occasional, excellent hire car, low price. (C1006)

L.P.E. & SAUNDERS (Limousines Purchased), A Providence Court, North Audley Street. Mayfair 2941. (C1006)

AUSTIN A125 & A135

CAR MART, Ltd.

LONDON distributors.

1951 Austin A125 Sheerline l.w.b. limousine, radio, heater, black with fawn upholstery; £1195. Car Mart, Ltd., 163, Bromley Rd., Catford, S.E.6. (C1069)

CAR MART, Ltd.

LONDON distributors

1949 Austin A135 Princess saloon, radio, heater, black with brown upholstery; £725.—Car Mart, Ltd., 77, Davies St., Grosvenor Square, W.1. (C1059)

B. J. HUNTER, Ltd., offer:— (C1059)

1951 Austin Princess saloon, most superb condition throughout, extras; £695, spare unused. (C1059)

1949 Austin Sheerline, fitted heater, radio, loose covers, etc., excellent tyres; £525. (C1059)

B. J. HUNTER, Ltd., 22, Cricklewood Broadway. (C2040)

PETER BANTOCK CAR SALES offer:— (C2040)

1952 Austin Sheerline, black, with beige leather, and loose covers, in outstanding condition throughout; £725.—104, High Rd., Chiswick 2725/5870. (C1014)

HOLLAND PARK AUTOMOBILES offer:— (C1014)

1951 Austin Sheerline, black, 28,000 miles only, one fastidious owner, really beautiful condition; £675.—142, Holland Park Ave., W.11. Park 2686. (C2068)

H. A. SAUNDERS, Ltd., Golders Green, offer:— (C4018)

1952 Sheerline saloon, grey/grey hide, one owner, immaculate, highly recommended; £675. (C4018)

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C4004)

H. A. SAUNDERS, Ltd., Golders Green, offer:— (C4004)

1952 Princess saloon, one owner, grey/grey hide, loose covers, screen washers, spare unused, fullest specification, immaculate, highly recommended; £690. (C4004)

1951 (June) Austin Princess saloon, gunmetal/brown hide, one owner, spare unused, beautifully maintained, highly recommended; £800. (C4004)

A Green, N.W.11. Speedwell 0011 (10 lines). (C4004)

1951 Austin Princess saloon black, heater, radio, exceptional condition; £650. (C4004)

Austin Princess touring limousine, cannot be faulted; £635. (C4004)

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. (C2023)

1950 (June) Austin Princess saloon, black, excellent order; £695. (C2023)

GORDON CARS (LONDON), Ltd., Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761. (C2023)

1950 Sheerline radio, heater, excellent throughout; £535. (C2023)

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hamstead 7779/8676. (C4016)

1949 Austin Sheerline, radio and heater, black leather upholstery; £465. (C4016)

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). (C2023)

ARCHIE SIMONS & Co. Ltd.—1953 Austin Princess saloon, black/brown leather, fitted heater, low mileage, immaculate throughout; £1,195.—29, Gt. Portland St., W.1. Lan. 1343. (C4013)

1949 Austin Sheerline, grey with grey leather, nominal mileage; £535.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. (C1016)

1952 Sheerline, black, in excellent condition (tyres, 6675.—S. Flaster, 36 Weelby Rd., Grimsby, Tel. 2638. (8067)

1951 Sheerline, black, one owner, radio, heater, electrically operated built-in locking system, used full equipment, low mileage, a fine car in first class condition; £675; written guarantee; terms, exchanges, trade enquiries welcome. (C4065)

HAROLD SIMONS, Ltd., 397/401, High Road, East Finchley, N.2. Finchley 0052-53-54 anytime. (C4065)

£965—1953 series Austin Princess saloon de luxe; this car virtually looks like brand new. If you drive it you cannot fault it, inside and out it looks as though it has only done 5,000 miles; one owner, of course; 3 months' guarantee; hire purchase, exchanges. (C4065)

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

A & S—Limousines, 1953 Sheerline, partition, forward occasional, radio, heater, low mileage, privately owned. (C4065)

L.P.E. & SAUNDERS (Limousines Purchased), A Providence Court, North Audley Street. Mayfair 2941. (C1006)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin A125 and A135 Cars Wanted

C THE CAR MART, Ltd. London distributors, wish to purchase Austin A125 and A135 cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. (0352/R)
H. A. SAUNDERS, Ltd., Golders Green, require:—
AUSTIN A125 and A135 cars for cash.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)
SALOOM, low mileage essential, private buyer.—Box 2404.
CHAIN OF RALING require used Austin Sheerlines.—Box 2404.
XXX H. F. Edwards offer immediate cash or good Austin Sheerline.—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)
Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)
MARSTON MOTOR CO. for your Austin.—Tel. 5120. 2000, Seven Sisters Rd., Tottenham, N.15. (0598/R)
WEBBIDGE AUTOMOBILES, Ltd., the Austin distributors, urgent; require late type Austin.—Tel. Weybridge 233. (0541/R)

Austin Spares and Service

AFOR Austin—Wimbledon for everything Austin—spares pre-war and post-war exchange units from stock; also 3.4 B.M.C. diesel spare parts and conversion sets 4-wheeler, Saturdays till 6 p.m.; night spares service available.
WIMBLEDON MOTOR WORKS, Ltd., 29, High St., S.W.19. Wim 0123. (0414/R)
TORMAND, Ltd.

THE best service ensures a longer car life.
BRING your car to 405-9, King St., W.6. Riv. 3665. (0232)
THE CAR MART, Ltd.

LONDON distributors.—Spare parts for all model cars and trucks.
THE CAR MART, Ltd. Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5 (Ealing 6500); and 382, Streatham High Rd., S.W.16 (Streatham 9584). (0160/R)
G. NORMAN and Co.,

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London S.W.1. Victoria 2311. (0271/R)
USTIN genuine spares and specialist service in the West End.
SMORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1932. (0500/R)
USTIN the main agents for spares, service and repairs.

TEL. Lancaster Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-60. (0916/R)
HAMPTON COURT.—Austin agents and specialists for sales and service.

GW. WILKIN, Ltd., Lion Gate Hampton Court, Mo. 6109. (04053/1)
KINGSTON-ON-THAMES.—Austin agents and specialists for sales and service.
GW. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston, Kingston 2241.
FAIRLEY'S (Reg. Phillips) are first choice for all Austin spares; '39-49 by return post.—John St., Sheffield 22876. (0216/R)
AUSTIN spares any year, any car; largest stockists in U.K.; exchange units.—Fr. Northwood's, 44-47, Newington Causeway, S.E.1. Hop. 2833/2820. (0749/R)

AUSTIN 7 spares.—Largest stockists, lowest prices. Exchange units, crankshafts, blocks, dynamos etc., s.a.s. for list.—Witham's 18, Balham Hill S.W.12. Balham 3990/3769. (0390/R)
AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Store, Longbridge Road, Edgware, W.5. Tel. Feltham 4274/5. (0399/R)
PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock, exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. (0184/R)

AUSTIN-HEALEY

H. A. SAUNDERS, Ltd., Golders Green, offer:—
1954 (May) Austin-Healey, one owner, overdrive, 8,060 miles, unblemished, highly recommended; £835.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C4004)
1955—Austin-Healey 900 miles, taxed, as new; £950.
1955—Tolworth Motors, Ltd., Kingston By-Post, Tolworth, Elmridge 2254.
ARTLETT—Austin-Healey 1954 series, 15,000 miles; £6750, your enquiries for the new Austin-Healey are most welcome, and we are particularly interested in quoting you for your second-hand sports car.—27, Pembridge Villas W.11. Bay. 0523. (C1013)
AUSTIN-HEALEY 100, Le Mans factory full modifications, Lucas head, 4-speed box with overdrive, mint condition, 4-wheeler, £2395.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent, W.1. Sio. 3213. (04036)

Austin-Healey Cars Wanted

B. J. HUNTER, Ltd.
FOR your immediate purchase of your Austin-Healey.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (W2040)
H. A. SAUNDERS, Ltd., Golders Green, require:—
AUSTIN-HEALEY cars for cash.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011.
ARTLETT will pay more for good Austin-Healey.—27, Pembridge Villas W.11. Bay. 0523. (W1013)

Austin-Healey Spares and Service

FOR specialised Austin-Healey service bring your car to the Donald Healey Motor Co., Ltd., Le Mans tuning kits and high-compression pistons available. Address: Donald Healey Motor Co., Ltd., Warwick. (0089/R)

£275 1939 Austin A125, 24hp Riley type 1 1/4-litre engine; cost nearly £1,000 pre-war; 3 months' guarantee, hire purchase exchange.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

BENTLEY (3 1/4-litre and New 4 1/2-litre)

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.). (C1082)

OLDDING & Co. (MOTORS), Ltd., official Bentley and Rolls-Royce retailers, offer from their selection of used Bentley cars:—

1953 4 1/2-litre standard saloon, velvet green/grey leather, automatic; £3,950

1953 4 1/2-litre standard saloon, velvet green/beige leather; £3,250

1953 4 1/2-litre standard saloon, midnight blue/brown leather; £3,250

1952 4 1/2-litre standard saloon, shell grey/red hide, luggage grid; £2,950

1951 4 1/2-litre standard saloon, two shades of grey/tan hide; £2,550

1950 4 1/2-litre James Young 4-door saloon, black/grey hide; £2,550

ASELECTION of new Rolls-Royce and Bentley cars are available for early delivery, including some with special designed coachwork.

AUDLEY House, North Audley St., W.1. Mayfair (C3030)

RIPRON.

RIPRON.

RIPRON BROS., Ltd.

THE Northern Bentley and Rolls-Royce specialists always have a good selection of used Bentley and Rolls-Royce cars in stock.

WRITE, call or telephone.

RIPRON BROS., Ltd., Huddersfield 7070 (10 lines); Also at

LEEDES, Bradford, Sheffield. (0906/R)

CAR MART, Ltd.

1953 Bentley 4 1/2-litre H. J. Mulliner 4-door lightweight saloon, radio, heater, passed by manufacturers, grey with maroon upholstery; £4,750

1951 Bentley 4 1/2-litre H. J. Mulliner 4-door sport saloon, sliding head, radio, heater, grey with green upholstery; £3,250

1950 Bentley 4 1/2-litre standard steel saloon, sliding head, radio, heater, black with brown upholstery; £2,250

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. (C1039)

PB Ltd. offer:—

1936 4 1/2-litre Bentley saloon by Park Ward, recent chassis overhaul, very nice condition throughout.

PADDON BROS., 80, Cheval Palace, South Kensington, S.W.7. Tel. Ken. 9477/7478. (C3033)

H. R. OWEN, Ltd.

LONDON'S leading specialists in Bentley and Rolls-Royce cars, offer the following selection:—

LIGHTWEIGHT sports saloon with coachwork by H. J. Mulliner, grey with grey upholstery, available shortly.

SPECIAL wide-body sports saloon by Freestone & Webb, black, with grey side panels and grey upholstery, special type front seats, curved windscreen, sunshade roof, cost original £7,625/6/8; £4,950.

1955 standard steel saloon, black with tan upholstery; early del.

1954 4-door 4-light sports saloon by James Young, 9,000 miles, jewellery, essence heron and gold; £5,850.

1954 standard steel saloon, finished in grey and blue with light blue hide; £3,875.

1953 standard steel saloon, finished in black and grey with beige upholstery; £3,350.

1952 sports saloon by H. J. Mulliner, finished in green with beige upholstery; £3,900.

1952 standard steel saloon, black with heron side panels and tan hide; £2,550.

1949 sports saloon by Hooper, black and cream, with brown upholstery; £2,850.

1949 saloon by Freestone & Webb, black and gold, with brown upholstery; £2,750.

1939 overdrive saloon by Park Ward, black with brown upholstery; £1,250.

1936 saloon by Gurney Nutting, finished in black with brown upholstery; this car has been completely overhauled; £895.

WE are interested in the purchase of Bentley cars and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.

17, Berkeley St., London, W.1. Tel. Mayfair 9060. (C3032)

JACQUIER, Ltd., offer:—

1947 Mark VI Bentley, exceptional condition; £1,450.—Below

1938 E.V. series, registered September, 1937, Park Ward saloon, exceptional condition; £850.—Below

1936 Bentley 4 1/2 Vanden Plas saloon, recent engine overhaul, superb condition; £655.—Below

1934 Bentley 3 1/4 Barker drop head four-seater coupe; £495.—Below

1934 Bentley 2 1/2, saloon; £495.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 5677-8. (C2043)

TAYLOR & CRAWLEY offer:—

1949 Bentley sports saloon by James Young, complete minor, available, high wing line, very modern shape; £2,175

42A, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6981. (C4036)

BENTLEY (3 1/4-litre and New 4 1/2-litre)

RUSSELL MOTORS offer:—

1953 Bentley R series big boot standard steel saloon, one owner since new, specimen car

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47 Sloane St., S.W.1. Sloane 9288. (C306C)

EVANS & O'MALLEY offer:—

1936 Bentley 4 1/2-litre saloon by H. J. Mulliner, finished in grey and black, fitted 2 spare wheels, sun roof and heater in exceptional condition throughout; £295.—Lowndes Sq. Knightsbridge, S.W.1. Sloane 1553-1709. (9469)

JAMN EGERTON & Co., Ltd.

1954 (Dec.) Bentley 4 1/2-litre large boot saloon, automatic gear, dual colour scheme, 790 miles only; £4,350

1953 Bentley 4 1/2-litre large boot saloon, black with brown leather upholstery, 12,000 miles; £3,550.

MANN EGERTON & Co., Ltd.

14, Berkeley St., W.1. Hyde Park 2073. (C2006)

MASCOT MOTORS, Ltd., offer:—

1938 (Oct.) 4 1/2-litre overdrive by H. J. Mulliner, high vision saloon; £1,150.

1937 4 1/2-litre H. J. Mulliner sports saloon; £695.

1937 4 1/2-litre Barker sports saloon; £695.

237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. (C3007)

CREST OF BOURNEMOUTH offer:—

1949 Bentley Mk. VI standard saloon, 49,000 miles only, one owner, new Spit Skirt pistons just fitted; £1,875.

1939 Bentley (Overdrive) saloon by Park Ward; £1,175.

1939 Bentley (Overdrive) drop head coupe; £1,175.

FULLEST particulars and photographs on request.—Crest of Bournemouth, 14, Westcliff Rd., Bournemouth 7160. (C1099)

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1951 Bentley Mark VI steel saloon, special colour, full service history, unmarked; £2,285.

1947 Bentley Mark VI steel saloon, small mileage, beautiful condition; £1,385.

1937 Bentley Park Ward sports saloon, attractive finish, radio, excellent service history, two owners only, one of the finest 4 1/2-litre cars for disposal; £745

1 Robert Mews, Lowndes Place, Belgrave Sq., London, S.W.1. Sloane 4086. (C3036)

DENHAM GARAGE (ESHER), Ltd., offer:—

1948 Mark VI standard steel saloon, immaculate condition throughout, finished in black with rich brown hide upholstery, full history available;

DENHAM GARAGE (ESHER), Ltd., Ltd., tel. 3560 Esher, Surrey. (01100)

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1950 series Bentley Mark VI H. J. Mulliner sports saloon, black with beige upholstery, one owner, specially maintained, whitewall tyres, latest chrome wheels, electric rear blind, a truly magnificent example; £2,495.—London Office: 283, Kensington High St., W.14. Wes. 0307. (8341)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1954 (reg.) Bentley Mark VI Continental type sports saloon by E. V. Abbott, 22,000 miles; £3,750

1953 Bentley R-type steel saloon, dual colour scheme, dark green and grey, 19,000 miles; £3,750

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907-8-9. (C1067)

WEBBIDGE AUTOS, Weybridge 233, offer:—

1947 Bentley standard steel saloon, black, 58,000 miles, excellent condition; £1,495.

1947 Bentley Freestone & Webb saloon, green, 70,000 miles; £1,625.

1938 Bentley Park Ward saloon, black, repair bills for £200 available, mileage 106,000 miles; £335.

1935 Bentley 3 1/4 Hooper drop head coupe, black, exceptional condition, bills for several hundred pounds available, mileage 155,000; £615.

1935 3 1/4 Bentley Park Ward saloon, black, 105,000, no overhaul but in reasonable condition; £495.—Weybridge Automobiles, Ltd., Queens Rd., Weybridge. Tel. 233. (8241)

SWANMORE GARAGE, Ltd., Bournemouth, offer:—

1951 Bentley 4 1/2 standard steel saloon; £2,255.

1948 Bentley 4 1/2 Mk. VI special razor edge saloon by Hooper, Ltd., in quite exceptional condition; £1,145.

1948 Bentley 4 1/2 Mk. VI convertible 4-seater by Park Ward; coachwork black and silver; £2,295.

1939 Bentley 4 1/2 M.X. overdrive drop head 4-seater by Vanden Plas, radio, heater, very attractive; £1,145.

1938 Bentley 4 1/2 convertible 4-seater by H. J. Mulliner, one owner, wonderful condition; £975.

1937 Bentley 4 1/2 saloon by Thrupp & Maberly, extremely attractive; £765.

WRITTEN guarantees; exchanges or terms.

SWANMORE GARAGE, Ltd., 1178-1180, 'Christchurch Rd., Bournemouth, E. Bournemouth. Tel. 'outhourne 43344. (C4024)

CHARLES POLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

1953 (Jan.) Bentley Mk. VI R type, large boot, 11 mths. guarantee, superb order throughout; £3,590

PART exchange and hire purchase arranged.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunniffham 5356. (C3619)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)
1950 (January) Bentley MK VI, fitted with Hooper built estate van, one owner, £1,350.

GEOFFREY NEWMAN & Co., 569, Euston Rd., London, N.W.1. Tel. 4466. (C5062)

1951 model Bentley Mark VI saloon, 2-tone colour, superb condition; £2,250.

1937 Bentley drop head coupe by Vanden Plas, one owner from new; £655.

1936 Bentley sports saloon, first-class specimen; £585.—Bentley Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199.

1937 Bentley 4½-litre Vanden Plas 4-seater sports car in ivory, immaculate; £675.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Tel. Potter St. 121. (C5038)

1948 Bentley 4½, MK VI saloon, black, H.M.V. radio, recent overhaul by main Bentley dealers; £1,575.

CORNDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Tel. 6611. (C5023)

1937 Bentley Gurney Nutting 2-door saloon, blue and black; £595.—Lang Precision Engineering, Ltd., Hope Street Works, Liverpool, L69 5BQ. (C5023)

1935 Bentley 4-litre sports saloon, modern appliances, disc, bills for £500 available; £395.—T. Woot, Doncaster 49360. (C5210)

1953 (June) Bentley R-type saloon, shell grey, light blue interior, one owner, supplied and serviced by us, mileage 20,000, immaculate condition; £3,500.

SANDERSON & HOLMES, Ltd., London Rd., Derby, Tel. 47471-6. (C4073)

1953 Bentley standard saloon, big boot under 300 miles, with grey leather upholstery, stery, immaculate condition; best offer over £3,000.—Apply, P. J. Murphy, Tel. Leicester 84488. (C5062)

1932 Bentley 4-litre sports saloon, modern appliances, disc, bills for £500 available; £395.—T. Woot, Doncaster 49360. (C5210)

1953 Bentley 4-litre sports saloon, modern appliances, disc, bills for £500 available; £395.—T. Woot, Doncaster 49360. (C5210)

1951 Bentley 4-litre sports saloon, modern appliances, disc, bills for £500 available; £395.—T. Woot, Doncaster 49360. (C5210)

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BENTLEY (3½, 4½-litre and New 4½-litre)
1937 Bentley Vanden Plas cabriolet, £400 makers overhaul 1953, discs, heater, licensed year, body, tyres, interior excellent; £725.—Staforth, 55, Duchy Rd., Harrogate 2591. (C6160)

BENTLEY (PRE 1931)
1929 Bentley 4½, 3-speed model, superb condition; £229 o.n.o.—D. Evans, Garmleyd, Llanfair, nr. Barry, Glamorgan (Bolton 218). (W5050)

Bentley Cars Wanted
THE CAR MART, Ltd., Official Retailers, wish to purchase Bentley cars.—Stanhope House, 320, Euston Rd., N.W.1. Euston 1212. (0958/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

JACK
OLDING & Co. (MOTORS), Ltd., official retailers, purchase good used Bentley cars.—Audley House, North Audley St., W.1. Mayfair 5242. (W5050)

H. A. SAUNDERS, Ltd., Golders Green, require:—Bentley cars for cash.—140-144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

BARTLETT will pay more for good pre-war Bentley than any other dealer.—27, Pembridge Villas, W.11. Bay, 0525. (W1013)

XXX H. F. Edwards offer immediate cash for good Bentley.—25-30, Upper High St., Epsom, Surrey. Tel. Epsom 5403. (W2001)

XXX H. F. Edwards offer immediate cash for good Bentley.—25-30, Upper High St., Epsom, Surrey. Tel. Epsom 5403. (W2001)

WANTED—39 Bentley sports saloon, must have history and be immaculate.—B. & H. Motors, 1,454/5, High Rd., Wheeton, N.20. Hillside 6671. (W2054)

WE will buy or part exchange your Bentley for a new one.—Losham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston, Tel. 4245. (W2054)

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange any pre-war or post-war Bentley.—71, Broad St., Midland, Birmingham. (0537/R)

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. (0540/R)

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, West St., Crystal Palace, S.E.19. Livingstone 3362. (0687)

TAYLOR & CRAWLEY will buy low-mileage, pre-war and Mark VI Bentleys at attractive cash prices.—42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6503. (W4018/R)

WANTED, pre-war 3½ and 4½ Bentley sports saloons.—Altwood Garage, Altwood Rd., Maldenhead, Littlewick Green 3076. Evenings and weekends, Littlewick Green 3076. (W2055)

Bentley Spares and Service
A SERVICE unequalled.

OFFICIAL repairs Bentley cars.

SERVICING or overhauls.

COACHWORK renovations and accident repairs.

SPARES all models.—Tel. Flaxman 2223 (5 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). (S1082/R)

OLDING & Co. (MOTORS), Ltd., official Bentley service, overhauls and renovations.—84-90, Holland Park Ave., Kensington, Park 5077. (W4018/R)

SERVICE reception in Mayfair, 18, Providence Court, North Audley St., Mayfair 5242. (R8930)

CHARLES POLLOCK (MOTORS), Ltd., officially appointed retailers and repairers.

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Baronsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. (0595/R)

ALL spares and replacements for pre-war Rolls-Royce Bentleys; full repair service at most favourable prices.—Compton, 69, West St., Crystal Palace, Tel. Livingstone 3362. (0490/R)

BOND MINICAR
1953 Bond Minicar, featureless, spotless; £185.—Midlex, "Nitrax", Gordon Crescent, Hayes, Middx. (0687)

CENTRAL GARAGE (CROYDON), Ltd.—1952 Bond Minicar 2-seater, cream, very good mechanically; £180.—Croydon 7464. (C1086)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

PRIDE & CLARKE, Ltd., Bond Minicar buyers, R.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. (W3068/R)

Bond Minicar Spares and Service
RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY OF KILBURN. (0927/R)

BORGWARD
METCALFE & MUNDY, Ltd.

BORGWARD diesel 1954 saloon, radio, heater, 12,000 miles.

1954 2½-litre saloon, 2,000 miles, radio, heater and every conceivable extra, serviced by us from new, for sale due to domestic reasons only.

METCALFE & MUNDY, Ltd., Sole Concessionaries, 280, Old Brompton Rd., S.W.5. Fremantle 5471.

G&M Hansa, 1,500cc, above average condition, 6-1, Warren St., W.1. Euston 3268. (C1005)

HILLS GARAGES (WOODFORD), Ltd., Old Brompton Rd., main agents, ex-demonstrators, cars often available at special prices; usual terms, 15% down, two years to pay.—Buckhurst 0541. See our display advertisement. (1574)

BRISTOL

MERCURY offer:—
£1175.—1950 Bristol 401 saloon, in immaculate condition, red with beige interior, chromium plated wheels with Dunlop speed tyres, £1200 radio, heater, 650 engine, just completely reconditioned, under 1,000 miles a superb motor car in every way; terms, exchan.es.

MERCURY MOTORS, Universe House, 825-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. (W3014)

ICHARD STEED offers:—
1952 Bristol 401, showroom condition, in dark green, £1,425.—Pernhill Garage, Bognor, Croy. Tel. Kidlington 3329. (S1896)

BROOKLANDS—Individuality.
1951 Bristol 2-litre 401 saloon, radio, heater.

BUY or sell with confidence; cars purchased for cash.
103, New Bond St., London, W.1. Mayfair 8551-6. (C1029)

ANTHONY CROOK—New 403, 404, 405 models for demonstration, immediate or early delivery.

1953 403 100mph saloon, 9,000 miles, one owner.

1951 401, red, reconditioned engine.

1949 400, just fitted specially tuned reconditioned engine.

1948 400, blue, reconditioned engine.

1948 400, black, recent overhaul.

ANTHONY CROOK MOTORS, Bristol Distributors, Catherine Hill, Surrey. Tel. 2252. (C1063)

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. (0618/R)

1954 Bristol 403, red, 5,000 miles, one owner, extras; £2,400.—Halls (Finchley), Ltd., Odessa Parade, North Finchley London, N.12. Tel. Hillside 1044. (1954)

1952 Bristol 401 saloon, fitted heater and radio, one owner from new, 20,000 miles, indistinguishable from new; £1,425.—Ashall, 211, Tarbock Rd., Hutton, near Liverpool. Hutton 3732. (W1013)

1949 Bristol 400, grey, total mileage 35,000, £775.—A. N. Ltd., Falcon Works, London Rd., Tottenham, Middlesex (Hounslow 0011).

BRISTOL 403, first registered July, 1953, firm's demonstration car and maintained as such, 17,100 miles, £2,000. Mr. May's Garage & Engineering, Ltd., Gloucester Rd., Cheltenham. Tel. 5134. (7800)

BRISTOL—If you are seeking a Bristol 2-litre saloon, Bristol distributors, you cannot afford to ignore the Bristol distributors' demonstration 403 available any time; distance no object; part exchanges and confidential terms with pleasure; catalogue by return post; Charles Crickbank Motors, The Bristol Centre of Bristol, Tel. 25280. (0474/R)

Bartlett will pay more for good Bristol. 27, Pembridge Villas, W.11. Bay, 0525. (W1013)

KDM & CHERRINGTON, Ltd., will buy good second-hand Bristol.—9, Albemarle St., W.1. Gros. 5551. (W4054/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

HILLWOOD MOTORS, B.S.A. Scout 1939 fixed head coupe, maroon/black, red leather, very economical and in first-class condition; only £165.—Mill Hill (London) 4232. (8310)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hamstead (Tube) N.W.3. Ham. 6041. (W4018/R)

BASIL ROY Ltd., 9, Grosvenor (London model); spares comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. (0144/R)

THE HALFWAY GARAGES (PADWORTH), Ltd.
THE Type 468 coupe, as shown in "The Bugatti Book", page 116-117; 9,000 miles since overhaul and in faultless condition throughout; £595.

TEL. Woolhampton 505-6.

THE HALFWAY GARAGES (PADWORTH), Ltd.
Bath Rd., nr. Reading, Berks. (6222)

1939 2-seater coupe, 14,000 miles; £1,500.—J. Lemon Burton, Lonsdale Rd., N.W.6. Maida Vale 1331. (0670/R)

Bugatti Spares and Service
J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. (0071/R)

BUICK
SIMPSON'S offer:—

RHD 1952 Buick, radio and heater, all extras.

1953 Buick Dynaflo, heater, tinted windows, fitted with all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialist), 345, High Rd., Wembley 8691. (C0427)

1952 Buick Riviera sedan, radio and heater, absolutely as new.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/9676. (C4016)

1950 Super Buick 4-door saloon, radio and heater, excellent condition, specimen car.

1954 new Buick, 5,000 miles, with new look, many extras.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. (C4028)

1949 series Buick Super 4-door saloon, black/grey, radio and heater, considered one of the finest cars ever seen, cost nearly £3,000, bargain £795 or excellent condition, specimen car.

G&M ALFRED'S (1956), Ltd., 1937 Buick 4th eng. 1938 appearance; £245 only.—6-7, Warren St., W.1. Euston 3268. (C1005)

1951-2 Buick Dynaflo saloon de luxe, automatic, 20,000 miles, black, with grey interior, super specimen, 20,000 miles, l.h.d.; £1,275.—Cathedral Garage, St. Faith's Lane, Norwich. Tel. 25876. (7913)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BUICK

1935 Buick saloon 23, one owner, reconditioned engine, new head, exceptional condition, maintained Buick Specialist. £125.—Box 2448. (R255)
£695 1947-48 series Buick 30 saloon de luxe, right hand drive, just had £150 major overhaul prior to Continental journey, magnificent bargain; 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

BUICK Cars Wanted
JOE THOMPSON (MOTORS), Ltd. require Buicks—91-93, Fulham Rd., S.W.3, Kensington 4858.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/5903. (W4015/R)
SOLE concessionaires, Lendrum & Hartman, Ltd. will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1, Hyde Park 7121. (19304/R)

BUICK Spares and Service
BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick W.1, Old Oak Lane, Willesden Junction, N.W.10. Tel. El at 1111. (0141/R)

CADILLAC

SIMPSON'S offer:—
1951 Cadillac, series 62, fitted with all extras, including radio and heater.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/5903. (C4015)
CHARLES POLLETT, Ltd. offer:—

1939 model Cadillac 608 sal., black, speedo reading 51,000, really superb order and very impressive car, in excellent condition.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010)

1951 Cadillac 4-door saloon, radio and heater, 20,000 miles, specimen car.—Below.

1950 Cadillac hard top, radio, heater, very attractive car.—Joe Thompson (Motors), Ltd., 91-93, Fulham Rd., South Kensington, S.W.3, Kensington 4858.

1938 Cadillac diesel, hire partition, converted 1954 Perkins P.6; 23½ t.o.s.—S. Pemberton, 72, Aspen Gardens, W.6. Tel. Riverside 6564 after 5 p.m.

£999 1951—Magnificent Cadillac 62 model, looks like a £2,000 motor car, specimen condition throughout; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

1952 Cadillac Fleetwood, superbly maintained and serviced at Lendrum & Hartman, Ltd., 423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

1954 (Show) Cadillac super de luxe convertible, 1954 power steering, Magic Eye, 5,000 miles, brand new condition. £2,850.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Blo. 5213. (C4036)

Cadillac Cars Wanted
JOE THOMPSON (MOTORS), Ltd. require Cadillacs—91-93, Fulham Rd., S.W.3, Kensington 4858.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/5903. (W4015/R)
SOLE concessionaires, Lendrum & Hartman, Ltd. will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1, Hyde Park 7121. (19304/R)

Cadillac Spares and Service
CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. El at 1111. (0141/R)

CHEVROLET

L. F. WARD, Ltd.
1954 Chevrolet Bel Air 4-door saloon, 2,300 miles, as new.—Box 2448. (R255)

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 3347. (C4045)

SIMPSON'S offer:—
1950 Chevrolet, colour black, radio and heater, and many other extras.
1947 Chevrolet 4-door, colour black, fitted all extras.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/5903. (C4015)

MANY models in stock.
BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. (W1027/R)

B. J. HUNTER, Ltd. offer:—
1950 Chevrolet special saloon de luxe, every conceivable extra, grand appearance; £695.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 8305. (C2040)

1951 Chevrolet 2-door Club coupe, radio and heater, immaculate; £775.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hamstead 779/9676. (C4016/R)

1951 Chevrolet, Powerdrive automatic transmission, 2-door sedan, immaculate; £845.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hamstead 779/9676. (C4016/R)

1951 Chevrolet de luxe 4-door saloon, r.h.d., grey, immaculate; £750.—Ferguson, West Quarter, Bath Rd., Worthing. (B037)

1951 Chevrolet r.h.d. de luxe 4-door saloon, black, Joe Thompson (Motors), 91-93, Fulham Rd., South Kensington, S.W.3, Kensington 4858. (C4028)

1952 (July) Chevrolet Styleline, r.h.d., 4-door, heater, windshield wipers, magnificent condition, black, mileage 19,000; £1,100.—Whittle, Daybrook Square, Arnold Nottingham 6727. (B112)

1954 series Chevrolet special power glide Bel Air 4-door, r.h.d., 4-door, first reg. Nov., 31-5, finished 2-tone lawn/brown, mileage 8,000, fitted every conceivable extra, magnificent condition and equal to new in every respect; will consider exchange for M.V. or Prince of Wales. Bentley Ave., Blackpool. Tel. 41990. (B109)

Chevrolet Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/5903. (W4015/R)
BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. (W1027/R)

Chevrolet Spares and Service
CHEVROLET—Spares parts and service for cars and trucks; the Chevrolet distributors with large stocks and prompt service.—Green Ace Motors, Ltd., 301, Norwich Rd., Ipswich. Tel. Grundisburgh 300. (0601/R)

CHEVROLET spares and repairs for private vehicles only; largest stock in United Kingdom, same day service; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. (W1027/R)

CHRYSLER

1952 Chrysler New Yorker, green with green nylon interior, fitted radio, heater, whitewall tyres and spot lamps, with hydramatic gear, whole car in immaculate condition throughout; £1,450.—Vella Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (C1015)

CHRYSLER Cars Wanted
ATOTSALES (LONDON), Ltd.
CHRYSLER distributors will purchase all types of Chrysler vehicles.—6-8, Belsize Rd., Swiss Cottage, N.W.6. Maf. 5555-2155. (0405/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hamstead (Tube), N.W.3. Ham. 5041. (W4018/R)

Chrysler Spares and Service
ATOTSALES (LONDON), Ltd.
CHRYSLER distributors, spares for all models, exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Maf. 5555-2155. (0405/R)

CITROEN

C. G. NORMAN & Co.
CITROEN Sole Distributors for the County of London. Service spares and replacement units. Fully guaranteed used models at competitive prices, always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. (0756/R)

1947 Citroen Light 15, black, red leather, fitted new engine, 1300 cc, sup. £365.
DOUGLAS CAR SALES, 21, High St., Waltham Cross. Tel. Waltham Cross 425-4124. (C1075)

1953 Citroen Light 15, black, red leather, with extras, unique opportunity, one owner; £725.
ALEXANDER ENGINEERING CO., Ltd., Haddenham, Bucks. Tel. 348. (C1094)

1950 Citroen Light 15, maroon, maintained by Citroen, £465.—Tel. Box-or-her (Herts) 4676. (B065)

1951 Citroen Light 15 saloon de luxe, black with brown hide, superior condition, outstanding value; £445.
1947 Citroen Light 15 grey saloon, new tyres and battery, French motor, but r.h.d., taxed, £335; 3 months' written guarantee.—N.K. 583, Finchley Rd., N.W.3. Hamstead 5712. (C1052)

CITROEN Light 15 saloon, immediate delivery, 1954 Citroen Light 15 saloon, sun roof, radio, many extras. £765.
GORDON CARS (LONDON), Ltd., Russell Parade, Golders Green Rd., N.W.10. Speedwell 9761.

CITROEN Light 15 de luxe saloon, green with fawn upholstery, 7,000 miles, as new; £750.—Foster, Priory Cottage, Wages, Tel. 73. (B191)

1950 Citroen Light 6 saloon, black with red leather, excellent condition throughout; £435.—Jones, Bognor Regis 2166. (B148)

1938 Citroen 12hp Citroen saloon, excellent condition. £230.—Kelland, 3, Clifton Gardens, W.9. Cunningham 2627, after 6.30 p.m. (B162)

1950 Citroen Light 15, black, one owner, excellent condition throughout; £395.—Spur Garage, Ltd., Bushey Rd., Raynes Park, S.W.20. Lither 8682. (B1217)

1950 Citroen 6 saloon, black, radio demisters, windscreen wipers, etc.; £495.—Stearns & Co. (Car Sales), Ltd., 254, Brompton Rd., S.W.3. Ken. 6012. (B1217)

1953 Citroen Big 6, 17,000 miles, one owner, H.M.V. radio, Marchal head lamps, new condition; £695.—O. Hall, 502-506, King St., Hammersmith, W.6. Riv. 2881. (B784)

1948 Light 13 de luxe, overhauled 1954 stem to stern, bills available, immaculate saloon in superb condition; £395.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. (C3045)

JACK ROSE, Ltd. offer 1946 Citroen saloon, clean inside and out, open to any examination; £345.—Staddon Rd., Wallington, Surrey. Wallington 6077/Burgh Heath 2376. (C3056)

495 gns.—Citroen 6 1951 saloon, sliding head lamp, leather, one owner, very good condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (C4018)

£535 1952 (Dec., 1951) Citroen Light 15 saloon, green, fawn leather, Marchal fog lamp, screenwashers, good tyres, one owner enthusiast's car in really excellent condition; £535.—H. S. Head (Sales), Ltd., 62, Queen St., Maldenhead, Tel. Maldenhead 343-2. (C4018)

1953 Citroen Light 15 saloon, mileage 25,000, one owner, many extras, including radio, new Michelin X tyres, maintained and serviced by us, an exceptional car throughout; £625; another, £595; exchanges, deferred terms.—John H. Truscott, Ltd., 178 Westbourne Grove, W.11. Bar. 4274. (C4035)

CITROEN Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroens.—Hamstead (Tube), N.W.3. Ham. 5041. (W4018/R)

CITROEN MOTORS are good buyers of Light 15's.—C. Finchley Rd., N.W.3. Hamstead 5712. (W1052)

CITROEN Spares and Service
BALES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3151-2. (0187/R)

CRIMPSON'S MOTORS, Ltd. Distributors, 24, A. Showrooms 242-4, Brompton Rd., S.W.3. Ken. 9484. (C4035)

SPARES and Service: 137/143, High Rd., Chiswick, W.4 (Chis. 6159) and 47 Montrose Place, Halkin St., S.W.1 (Sloane 5490). (0727/R)

Citroen Spares and Service
BOWES ROAD CARS & ENGINEERING CO., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48hrs.; all spares stocked. (0555/R)

DAIMLER

WM WEILBECK MOTORS, Ltd., proudly offer a unique Daimler:—

1954 drop head coupe, with power-operated hood and brand new Century engine, in dark translucent blue with red leather, owned since new by Daimler Motor Company and of course maintained in brand new condition, this model costs new £1,750 and our price of £1,295 represents a saving of roughly £450.—Weilbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Weilbeck 1139. (04049/R)

DENHAM 8 for Daimler.
1952 Daimler 2½-litre Consort saloon, low mileage, radio and heater, one owner only, immaculate condition throughout, unrepeatable, £595. Always a selection of good used cars available. See our advertisement under "Daimler Motor Cars."

DENHAM GARAGE (ESHER), Ltd., Tel. 3560 Esher, Surrey. (01100)

TOLWORTH MOTORS, Ltd.
1954 Century, low mileage, radio, one owner, as new; £1,250.
1953 (August) Conquest, 13,000 miles, immaculate; £1,025.—Kingston By-Pass, Tolworth. (01801)

CHIFFSTAD MOTORS, Ltd. offer:—
£315—Daimler 1939 saloon, black, red, recent new engine.
CHIFFSTAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154.

GUY SALMON AUTOMOBILES offer:—
1952 Daimler Consort saloon, black/red leather, 26,000 miles only, one owner, superb condition throughout; £595.—Portsmouth Rd., Thames Ditton, Surrey. (0883)

STRATSTONE, Ltd., Daimler distributors.
DAIMLER 2½-litre Empress saloon (Nov., 1950), bronze/black; £1,850.
DAIMLER 2½-litre Century saloon (May, 1954), black, beige leather, 8,000 miles; £1,450.
DAIMLER 2½-litre special sports coupe (1951), grey, radio, many extras, 18,000 miles; £1,275.
DAIMLER 2½-litre Conquest saloon (Nov., 1953), black, brown leather; £1,175.
DAIMLER 2½-litre Consort saloon (Mar., 1952), black, red leather; £975.
DAIMLER 2½-litre coupe (April, 1950); black, brown leather; £795.
DAIMLER 2½-litre saloon (May, 1949), black, red leather; £795.
STRATSTONE, 40, Berkeley St., W.1. Mayfair 4404. (C4022)

KIGHTBRIDGE MOTORS, Ltd. offer:—
1951 Daimler 2½ litre special sports drop head by Barker, radio, heater, small mileage, guaranteed, £1,085.
1 Roberts Mews, Lowndes Place Belgrave Sq., London, S.W.1. Sloane 4086. (C4036)

COOMBS & BONS (GUILDFORD), Ltd. offer:—
1954 Daimler Conquest 7,000 miles, fitted with upholders, £1,375.
COOMBS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford, Surrey. Tel. Guildford 6297-8-9. (C1057)

CHARLES POLLETT, Ltd., official Daimler agent.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010)

£70 offer 1936 19hp Daimler; seen Cambridge Box 23. (B056)

ACLAND & TABOR, Ltd., Weylyn By-Pass, Herts. A. Weylyn 481-2-5. offer:—
1953 Daimler Conquest, finished bronze, green leather, heater one owner low mileage, immaculate condition throughout; £1,095. (C1001)

£1077 1951 Daimler 2½ litre special barter sports coupe, cost nearly £3,000, beautiful and spotless condition.—Below.
£745 1950 Daimler 2½ litre drop head fourours coupe, beautiful bodywork and bargain price.—Below.

£645 1950 Daimler 2½ de luxe saloon, one careful owner, this vehicle looks and runs like brand new.—Below.
£525 1947/8 Daimler 2½ saloon, beautiful and immaculate condition; 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

1939 Daimler 17 saloon, superb guaranteed; £290; payments.—Oldfield, 386, Kensington High St., W.1. Tel. Wes. 6631. (C0667/R)

DAIMLER—Always a good selection available at Coventry & Jeffs, Ltd., Daimler Specialists, Bristol 2091. (0667/R)

1954 Daimler Conquest Century, all extras, black/red, as new, 8,000 miles; £1,395.—Cyril Sheppard of Reading, Gosning 2345-6. (B305)

1952 Daimler Consort saloon, black/red leather, heater, excellent condition, 26,000 miles, one owner; Shropshire; £900.—Box 2454. (B237)

DAIMLER Conquest 1951, black/red leather, one owner, 22,000 miles; £795.—Clynton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. (C1059)

1954 Daimler Conquest Century saloon, maroon with red leather upholstery, 9,000 miles only, in excellent condition throughout, one owner from new; £1,365.—Coventry & Jeffs, Ltd., Bristol 2091. (0188)

DAIMLER—For any new model or for help and advice on one already in service, come to the officially appointed distributors with Daimler—Lanchester experience dating back over 30 years.—Walker & Ward, Ltd., Cheltenham, Tel. 3214 and 3312. (0186)

1948 Daimler 2½-litre DB18 saloon, one owner only, first-class order and appearance, 22,000 miles; accept £495, cost when new over £2,000; terms, exchanges.—Corrier Garage, 20, Clifton St., Blackpool. Tel. 29839. (C1083)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1949 2½-litre Daimler de luxe saloon, one private owner, original and exceptional condition; £575.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6, Riverside 6677/6. (C5045)
CLASB'S MOTOR MART.—1940 Daimler, supplied new 1948, 4-litre Prestone & Webb sports saloon, black, outstanding condition; £395; written guarantee. —5, Warren St. W.1, Euston 4110. (C1040)
1954 model Daimler Conquest saloon, radio, etc., 4 months' guarantee.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. (C5056)

G & M ALFREDS (1956), Ltd.—1950 Daimler saloon, 2½-litre, numerous extras, black, red, one private owner, above average condition, 66-7, Warren St. W.1, Euston 3266. (C1005)
DAIMLER 20 sports saloon, fast car, £600 recently spent, receipts available, 20mpg, in absolutely magnificent condition; £265.—Hford Motor Co., Ltd., 336-340, High Rd., Ilford, Ilford 2551. (C369)

1954 Daimler Conquest saloon, 2,000 miles, £1,245.—Britannia & Colonial Motors, Ltd., 15-18, Upper St. Martin's Lane, London, W.C.2. (Ad.) Leicester Square Tube Station, Temple Bar 3598
1952 Daimler 2½-litre special sports coupe by Baker, duo grey, one owner, 34,000 miles, fitted radio, cost £2,800, a magnificent-looking car in outstanding condition; £1,275.—Castle's, Church Gate, Leicester, 6581. (C1005)

595 ens.—Daimler, 1949 2½-litre de luxe saloon, grey, sliding head, blue leather, preselector, heater, carefully used, terms, exch. list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)
EXCEPTIONAL opportunity, private owner offers for sale his latest model Barker conchbuilt overdrive sports coupe, maintained as new by Daimler works, mileage 17,260, will particularly appeal to the owner who requires a fast car of outstanding quality and appearance at a reasonable price; £1,200 (cost £770). —15, Northgate Rd., Edgely, Stockport, Cheshire. (C4018)
1939 offered by second owner after complete renovation, including fitting Laystall liners, crankshaft ground, new suspension front and rear, body reconditioned and repainted, extra include heater, demister, screen spray and radiator blind; sacrifice for quick sale; £295.—Ewell, Lloyds Bank Chambers, Berne Bay, Tel. 19139

Daimler Spares and Service
KINGSTON-ON-THAMES.—Daimler specialists for sales and service.
W. WILKIN, Ltd., 1, Weston Park and 64, Eden St., Kingston, Kingston 2241. (C4053)
DAIMLER and Lanchester specialists.—Debanham Motors, 17, Aldershot Mews, S.W.7, Western 4541.
ROYDON—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Kidderminster Rd., Croydon 5773. (C0626)
ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Daimler cars; preselector gear box exchange and 48-hour repairs.—168, Fulham Rd., Chelsea, S.W.3. Ken. 7301 and 7321. (C0236/R)
DAIMLER and Lanchester repairs, spares, gear boxes a specialty; reasonable charges.—Rush & Co. (formerly H. Daimler Co.), 81 Clapham Rd., S.W.9, Reliance 1647. (C0666/R)

DE SOTO
SIMPSON'S offer:—
1954 De Soto Custom built Firestone V.8, every conceivable extra, radio and heater.
SIMPSON'S (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/5093. (C4015)

DELAHAYE
1949 Delahaye 1535 Pennock fourseater, drop head, new 6-cyl. engine completely overhauled by specialists; £835 or nearest offer.—Goodson, 39, Olliston Rd., S.W.10, Pla 4411. (C1005)
DELAHAYE 4-seater drop head, reg. 1944, model 135M, superb condition, completely overhauled, fitted many extras, most attractive; £325; terms, exch. changes.—Birds Garage, Parkfield Rd., Wolverhampton, Bilston 4153. (C5262)
135 M.S. beautiful Pennock fourseater drop head, 135 mileage believed under 12,000, one owner since new, immaculate throughout, 110 mph with economy radio, heater, etc.—Richards & Carr, Ltd., 35, Kimmerston St., S.W.1, Sloane 5424. (C3045)

DELOW
DELOW (Nov. 1951), present engine 7,000, extras include Maxaris superchargers (unfitted), 6 speeds, etc., condition excellent; £325 o.n.o.—Oliver, 64, St. Andrews Rd., Bishop Auckland. (C8051)
D.K.W.
BRADSTOCK MOTORS, Ltd., offer:—
1954 Auto-Union D.K.W. Sonderklasse fixed head coupe duo colours, radio, heater, spotlight, 1400 cc, low mileage, 120 mph, 20mpg, 1954 model.
D.K.W. cars & very nice specimens available, in lovely condition; below
D.K.W. spares.—We are now supplying and guaranteeing C. P. Smith crankshafts at £21; 12-cyl. blocks and new German pistons at £12.10, sold as an assembly on exchange basis; new points 6/6 per pair; new chains 6/6.
D. & M. GARAGES, Ltd., 42a, St. Michaels St., Pad. W.2, Paddington 6877. (C016/R)

D.K.W. Spares and Service
C. P. SMITH & Co., 35-35, St. John's Hill, Clapham Junction, Bk 3871. (C008/R)
GENUINE spares, service and maintenance.—Bank Motor Engineering, 465, Stretford Rd., Manchester, 16, Tel. 6821. (C12719)
REPAIRS.—Guaranteed gear boxes, engines, parts, seat covers; cars bought, sold.—Tarrant & Fraser, 10, Winchester Mews, N.W.3, Pri. 2647. (N4100)

1885—1938 Custom Six saloon, black, grey leather, sun roof, overdrive, heated, taxed.
BRIAN FINGLAWS, Bugatti & Alfa-Romeo, 2, Pembroke Bridge Mews, W.11, Baywater 3951. After 6, Livingstone 7777. (C2009)

1954 Dodge Kingway (Sept. '54), r.h.d., under 5,000 miles, as new.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3, Kensington 4555. (C4028)

FERRARI
ROSE & YOUNG, Ltd., offer: Ferrari 2.6-litre 2-door sports saloon by Ghia, 4,000 miles only since new, one owner, spare unused; this is in our opinion one of the best-looking cars in the country, the whole vehicle is indistinguishable from new, cost nearly £8,000, finished in sun bronze with suede upholstery, £2,875; part exchanges welcomed.—65-69, Stenhouse Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station), Tulse Hill 6464. (C5057)

FIAT
GUY SALMON AUTOMOBILES offer:—
1955 Fiat 500 convertible, works mileage, absolutely as brand new; £335.
1955 Fiat 500 station wagon, works mileage; £645. —Portsmouth Rd., Thames Ditton, Esherbrook 5551/2/3. (C4001)

MAYFAIR GARAGES, Ltd., offer a good selection of Fiat cars for use as taxis for new or old 1955 models for delivery early Spring.—Below
MAYFAIR GARAGES, Ltd., current type 500cc blue, plaid Tysons and auxiliary rear seat, very attractive car with outstanding and economical road performance, three months' guarantee, £395.—Below.
MAYFAIR GARAGES, Ltd., 1939 500 2nd series de luxe convertible coupe, maroon, smart car with excellent and economical road performance, three months' guarantee, £425.—Below.
MAYFAIR GARAGES, Ltd., 1938 500 de luxe convertible coupe, battleship grey, leather, very smart appearance, excellent runner, three months' guarantee, £185.—Below.
MAYFAIR GARAGES, Ltd. (August), 1937 500 convertible coupe, black, excellent condition throughout, £125.—Below.

MAYFAIR GARAGES, Ltd., price lists, catalogues and copy of Autocar road test report on request please state if enquiry for new or s/h.—Below.
MAYFAIR GARAGES, Ltd. (Flat Sales & Service), Balderton St. (opposite Selfridges clock), Mayfair, W.1, Mayfair 5104-5. Open 9-6, Sat. 9-1.
1954 Fiat 1100cc saloon de luxe, heater, low mileage, age, immaculate condition; £725.—Browns Garage, Loughton (Essex) 6262 (Tube). (C1054)
FIAT 500, 1951 drop head, 21,000, overhauled, fine condition, new tyres, luggage rack, fog lamp; £382, arrange inspection London.—Garrod, R.A.F., St. Eval, Cornwall, Tel. 43405. (C101)

1952 mod. Fiat 1400 saloon, one owner, radio, heater, all new tyres, excellent cond inside and out; £595.—Brown Widdows (Leeds), Ltd., Roundhay Rd., Leeds, Tel. 43405. (C101)
FIAT 500 coupe, September, 1937, black, reconditioned, new red hood, excellent runner, guaranteed, £195.—Cook, Cedars Hotel, Cowley, Middlesex, Tel. Uxbridge 5103 evenings. (C1017)
C. E. RUSHMER, the Fiat specialist, latest new 700cc, one owner, 7,000 miles, as new; 1955 500cc coupe, 4,000 miles; £550; 3 months' guarantee.—39, Holland Park, W.11, Park 5731. (C3061)
HILLIS GARAGE (WOCFOGHD), Ltd., Fiat distributors.—Bx demonstration cars, often available at special prices; usual terms, 15% down, 2 years to pay.—Buckhurst 0541. See our display advertisement.

Fiat Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)
MAYFAIR GARAGES, Ltd.—Top cash prices for Fiat.—Balderton St., W.1, Mayfair 5101. (C0695/R)
WANTED, 500cc 1936-40—10 Winchester Mews, N.W.3, Pri. 6159. (W4100)

FIAT 500 trouble? Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow, Byron 6028. (C325/R)
MAYFAIR GARAGES, Ltd., comprehensive Fiat service, Balderton St., W.1, Mayfair 5104-5. (C0632/R)
FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651.
Grams, Fiat, Wembley. (C0909/R)
FIAT 500, 1100 and 1500, full range spares, replacement parts, new and used reconditioned bench-tested engines, starter motors, dynamos, radiators; springs in exchange; stamp list.—Derrington, 159, London Rd., Kingston 5621-2. (S1071)

FORD ANGLIA
W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444, offer:—
1952 Anglia saloon, black with red upholstery, carefully maintained, very good condition; £335.
W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444, offer:—
PERRY'S OF HARROW.
HAVE an excellent selection of post-war 8hp saloons available.
'PHONE Harrow 4282 and 9140 for details. (C1054)
W. HAROLD PERRY, Ltd., High Rd., Harrow, Wembley 8691/5093 (opp. Bus Depot). (C0099/R)
PHILIP RICKARDS, Ltd., offer:—
1954 Ford Anglia, 11,000 miles, blue, part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1, Tel. Grosvenor 4772/3. (C3061)
1954 Anglia, loose covers, 5,000 miles, as new; £335.
SCOTT CARS, 347, Finchley Rd., London, N.W.3, Hampstead 7779/8676. (C4016)
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1953 Ford Anglia; £365.—Below.
1946 Ford Anglia; £275.—355, High Rd., Wembley Middlesex, Tel. Wembley 4422 and 4423. (C5066)

1952 (June) Anglia, one owner, exceptional condition, upholstery, etc.; £335.
1949 Anglia, excellent condition throughout, one owner; £295.—Macaulay 1265. (C219)
1954 (Oct.) Anglia, as new, licensed Dec., 9,000, heater, one owner; £335.—Box 2447, 19254
1953 Ford Anglia, black and two-tone upholstery; £375, £95 deposit, balance 24 months.
MCCLAREN & COX, Ltd., 928, High Rd., Finchley, N.12, Tel. Hillside 0560/5353. (C3063)
NEW Anglia 1955, 300 miles, stone, heater, £559.—110, Heath Drive, Sutton, Surrey, Vig. 3032. (S187)
1953 Ford Anglia saloon, one owner, 5,000 miles, as new throughout, many extras; £425.—Hale Motors, Ltd., Tot. 7771-3. (C2077)
ANGLIA (July 1953), black, 9,000 miles, loose covers, A perfect condition; £380.—Martindale, 105, Windsor Ave., North Cheam, Surrey. (S182)
1954 (Anglia, latest type, 5,000 miles; £545; terms for exchange; trade enquiries.—Broadway Motors, 67, High St., Hounslow, Middx Hou 0175.
1951 Ford Anglia saloon, low mileage, exceedingly good condition, guaranteed; £335.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104.
1953 (Sept.) Ford Anglia, green, fawn upholstery, 19,000 miles, one owner, spare unused, taxed; £395.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3451-2. (C3011)
1950 Ford Anglia saloon, finished green, beige interior, absolutely immaculate; £335.—Motourists (London), Ltd., Great North Rd., E. Finchley Station, N.2, Tudor 2301-2. (C3018)
1950 Ford 8 Anglia, £295 and £265; trade enquiries welcomed, terms and exch. changes.—Reps Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station), Euston 2700 and 6894. (C3059)
295 ens.—Ford Anglia, October 1949 saloon, for good Ford Anglia, excellent condition, choice of terms, exch. changes; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)
PRIDE & CLARKE, Ltd.—1954 Ford Anglia saloon, low mileage, one owner, heater, choice several from £519; 1953, black/red, green/brown, choice 3 from £349; 1949, beige/red, black/brown, choice 4; £299; 3 months' guarantee; terms; exch. changes; lists.—Stockwell Rd., S.W.9, Brixton 6251. (C5066)

Ford Anglia Cars Wanted
D. DAGENHAM MOTORS, Ltd., wish to purchase Ford Anglia cars.—Used Car Department, Hyde Park 4070. (W1066)
WHY accept less for your Ford Anglia saloon, 1946 to 1953, when you can get its full market value from
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, F. Cricklewood Bdy., London, N.W.2, Gladstone 2254. Open week-days 8 a.m. to 6 p.m. (W3008)

FORD (S h.p.)
89 ens.—Ford 8, 1936, saloon, black, green upholstery, for good Ford Anglia, excellent condition, choice of terms, exch. changes; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)
Ford Eight Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)
H. C. PAUL, Ltd.

FORD POPULAR
1953 Ford Popular, black, 12,000 miles, as new; £365.—32, Bruton Place, Berkeley Square, W.1, Mayfair 6212-2. (C3040)
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1954 Ford Popular, colour black; £395.—355, High Rd., Wembley, Middlesex, Tel. Wembley 4422 and 4423. (C4015)
FORD Popular 1954, underseated, many extras, small mileage, immaculate; £395.—48, Hillside Rd., Chase Cross, Romford. (C3063)
1953 Ford Popular, very little used; £380.—Smith & Hunter, 376, Kensington High St., W.14, Tel. Winton 2312. (C4019)
PRIDE & CLARKE, Ltd.—1954 Ford Popular saloon, low mileage; choice several from £359; 3 months' guarantee; terms; exch. changes; lists.—Stockwell Rd., S.W.9, Brixton 6251. (C5066)

Ford Popular Cars Wanted
D. DAGENHAM MOTORS, Ltd., wish to purchase Ford Popular cars.—Used Car Department, Hyde Park 4070. (W1066)
FORD PREFECT
W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444, offer:—
1953 Prefect, black with red leather upholstery, heater, spot lamp, one owner; £475.
1953 Prefect, green with brown leather upholstery, 15,000 miles, excellent condition; £475.
1952 Prefect saloon, green, with beige leather upholstery, one owner, excellent condition; £435.
1953 Prefect saloon, green with brown leather upholstery, fitted reconditioned engine, one owner, very good condition; £455.
W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444.
CAR MART, Ltd.
1952 Ford Prefect saloon, green with fawn Vynide upholstery; £435.—Car Mart, Ltd., 362, High Rd., S.W.16, Streatham 0054. (C1099)
PERRY'S OF HARROW
HAVE an excellent selection of post-war 10hp saloons available.
'PHONE Harrow 4282 and 9140 for details. (C1054)
W. HAROLD PERRY, Ltd., Lech Rd. Harrow Weald, Middlesex (opp. Bus Depot). (C0099/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- FORD PREFECT**
WARWICK WRIGHT, Ltd., offer:—
1953 Ford Prefect saloon, black, with brown leather, 15,000 miles; £495.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)
CARRS AUTO SALES, Ltd., offer:—
1952 (Nov.) Ford Prefect; £425.
STANDARD House, South End, Croydon, Tel. Croydon 6999 and 6266.
ARTHUR E. GOULD, Ltd., Ford Main Dealers.
1946 Prefect black leather, reconditioned engine just fitted; £295.
1952 Prefect, green, leather, heater, roof rack, £415.
1953 Prefect, black, leather, heater, 17,000 miles; £435.
1953 Prefect, green, leather, windscreen, heater, spot lamp, 15,000 miles; £445.
1953 Prefect, Bristol fawn, leather, 14,000 miles; £455.
1953 Prefect, Bristol fawn, leather, 15,000 miles; £465.
1953 Prefect, black, leather, radio, 11,000 miles; £475.
HIRE purchase, part exchange and warranty.
8-14, Meard St., W.1. Gerrard 3970. (8230)
H. A. SAUNDERS, Ltd., Golders Green, offer:—
1953 (April) Ford Prefect saloon, beige/beige hide, radio, one owner, immaculate, highly recommended; £435.
AUSTIN HOUSE, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 9761. (8322)
DAGENHAM MOTORS, Ltd., Ford main dealers.
1953 Ford Prefect, fawn, red, hide, 21,000 miles; £475.
56 Park Lane, W.1. Hyde Park 4866, 374, Ealing Rd., Aliperton, Middx. Perivale 3586 and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821.
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1947 Ford Prefect, reconditioned engine, leather upholstery, £350—355 High Rd., Wembley, Middlesex. Tel. Wembley 4422 and 4423. (C4015)
1948 Ford Prefect, black, red leather, very good order, one owner, licensed one year; £285.
1953 Ford Prefect, black, 15,000 miles, one owner, in as-new condition; will give a 6-month warranty; £460—Haskins, Ladbroke 1155. (C3027)
£325—Ford Prefect 4-door, 1947, recon. engine, exceptional throughout; many others.
BENMOTORS, Ltd., Clarendon Rd., Holland Park, London, W.11. 1906-7. (50 yrs. Holland Park Tube. Exchanges, h.p.) (C1017)
1953 Ford Prefect saloon, black, leather upholstery, one owner only; £450.
GORDON CARS (LONDON), Ltd., Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761. (8322)
PREFECT 1954 (September), 4,500 miles, radio, extras, perfect; £425—Palmer Green 4818.
5 new Ford, black Prefect, red leather, heater, A Undersale; £635—Box 2443. (8248)
1950 Prefect, green, brown leather, one owner, recent reconditioned engine; £325—36, Pembrey Ave., Bedford. (8174)
395 gns.—Ford Prefect, 1952 saloon, beige, one owner, excellent condition; terms, exchanges.—Rowland Smith, Hampstead (Hampstead Tube). (C4018)
295 gns.—Ford Prefect, December 1946 saloon, blue, fawn upholstery, carefully used; terms, exchanges; list, open; £325—Palmer Green 4818.
1949 Prefect, black, red leather, good con., taxed Dec.; £315—Min. 2424, or Der. 0271. (8296)
1951 Prefect saloon, guaranteed; £375, exchanges, terms.—Palmer, 3, Russell Gardens, Weymouth, W.14. Park 9704 and 5968. (C3034)
1953 Prefect, green, seat covers, stabilisers, one owner, one owner, 17,000 miles; £465.—Targett, 172, Halfway St., Slough. (8189)
1953 Ford Prefect saloon, one owner, 15,000 miles only, leather upholstery, radio, heater, excellent order throughout, 3 months' guarantee; £455.—Below.
1947 (Regd. Dec. '46) Ford Prefect saloon, one owner, leather upholstery, very much above average condition, 3 months' guarantee; £295.
C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6256 (3 lines). (C1061)
£249—1940 Ford Prefect, really excellent condition, any trial.—G.P. (Belham), Ltd., 22, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-5-9. (C1024)
1953 (May) Ford Prefect, black, brown leather, seat covers, heater, undersale, excellent condition; £445.—Turner, Clostris, Smithwood Ave., Oranleigh, Tel. 254. (8296)
1953 (August) Ford Prefect saloon, genuine 11,000 miles only, one owner, finished black, red leather, taxed; £465.—Motors (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. (C4055)
1949 Ford Prefect, black, tartan loose cover, excellent condition throughout; £325.—Ace of Spades, Great West Rd., Hounslow 5475 (Oleifer Station Tube. Open 9 a.m.—7.30 p.m. and Sunday mornings (for inspection)). (C2050)
1950 51 Ford Prefect saloon, leather, reconditioned, £355; others £295 and £225; trade enquiries welcomed, terms and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. (C3059)
PRIDE & CLARKE, Ltd.—1955 Ford Prefect saloon, 50 miles, 1954, grey/blue, 5,000 miles, heater, one owner, £629; 1953, low mileage, choice several from £429; 1949, black/red, £358; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9, Brixton 6251. (C3068)
Ford Prefect Cars Wanted
D
M
DAGENHAM MOTORS, Ltd., wish to purchase Ford Prefect cars.—Used Car Department, Hyde Park 4070. (W1066)
PRIVATELY owned Ford Prefect or Anglia.—A. Brice Court, Kingston Hill, Surrey, Tudor Hill 2705.
- FORD (10 h.p.)**
FORD C 10, reconditioned throughout.—J. Cook, Museum 6333, ext. 205. (8893)
For 10 cars wanted
MARSTON MOTOR CO., Ltd., for your Ford 10.—Tel. Sta 8000, Seven Sisters Rd., Tottenham, N.15. (0179) R
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Ford 10.—Hampstead (Tube) N.W.3 Ham. 6041. (W4018) R
- FORD CONSUL**
W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—
1953 Consul, black with beige leather and heater; £365.
W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. (C3042)
HPG
1953 (September) Consul saloon, a lovely genuine car, one owner, 14,000 miles, finished in black with red leather and fitted heater, £600 or fair offer; terms, exchanges.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Larkwood 7208/2091. (C1096)
BENTALLS, Ltd.
1953 Ford Consul, radio, heater; £605.—Kingston-on-Thames, Kingston 1001. (C1093)
RAYMOND WAY, East London Branch.
1953 Consul in Zodiac colour scheme of grey and green with red leather, bags of extras including heater, rim embellishers, long-range head lights, 8FT spot light, armrests, over-riders, wing mirrors, etc., etc., 9,000 miles, better than new; 599 gns. or £126 deposit.
EASY hire purchase on the spot with no references, no formalities or guarantors, part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.
RAYMOND WAY, 775, High Rd., Seven Kings, Tel. Seven Kings 4066. (8222)
GLANFIELD LAWRENCE offer:—
1952 (Sept.) Ford Consul saloon, green, beige leather, exceptionally nice throughout; £375.—307, High Rd., N.12, Finchley 0081. (C2053)
PHILIP RICKARDS, Ltd., offer:—
1954 Ford Consul, 12,000 miles, blue; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772/3. (C3051)
WARWICK WRIGHT, Ltd., offer:—
1953 (December) 1954 series Ford Consul saloon, black and grey with red leather, fitted heater, 8,000 miles; £635.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)
PETER BANTOCK CAR SALES offer:—
1951 Ford Consul, moderate mileage, fitted heater and radio; £495—104, High Rd., Chiswick 2725/5870. (C1014)
DAGENHAM MOTORS, Ltd., Ford main dealers.
1954 Ford Consul, grey, hide, heater, Motorola radio, 9,000 miles; £635.
1954 Ford Consul, blue, hide, heater, 11,500 miles, choice of two; £655.
56 Park Lane, W.1. Hyde Park 4866, 374, Ealing Rd., Aliperton, Middx. Perivale 3586 and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821.
H. A. SAUNDERS, Ltd., Golders Green, offer:—
1955 Ford Consul saloon, fawn/red, P.V.C. heater; list; £683/19/2.
AUSTIN HOUSE, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 9761. (8322)
1953 Ford Consul, black, seat covers and heater fitted; £595.
HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Faddington 0022 (12 lines). (C2032)
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1953 Ford Consul, low mileage, fitted heater, colour black; £615 00/11 ten lines. (C4048)
355—High Rd. Wembley, Middx. Tel. Wembley 4422 and 4423. (C4015)
£585—Ford Consul saloon, 1953, black with red interior.—Below.
£595—Ford Consul saloon, 1953, black, splendid condition, heater equipment.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (C2008)
1952 Ford Consul, radio and heater, indistinguishable from new; £650.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. (C4016)
1953 (model) Ford Consul, heater, exceptional condition; £565.
JOHN WILSON AUTOS, Ltd., Sandstead Rd., South Croydon, Sandstead 4260. (C4055)
1952 Ford Consul, beige and beige, heater, £545. £125 deposit, balance 24 months.
MCLEAREN & COX, Ltd., 928, High Rd., Finchley 4812, Tel. Hillside 0560/9553. (C3063)
1952 Consul finished in green, fitted radio and heater, excellent condition throughout; £545.
ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., W.2. (C2053)
£650—1954 (March) Ford Consul saloon, Bristol 450, completely as new.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. (C1070)
W. R. V. second-hand New Consul convertible from stock, choice of 4.—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. (8353)
1954 Consul saloon, green, heater, excellent condition; £605.—Edwards, East Putney, Tel. 4581. (C3010)
CONSUL 1953 (October), grey, one owner, low mileage, 10,000 miles, no dealers; £585.—6, Byron Rd., Walthamstow, E.17. (8153)
1953 Consul saloon, black with red leather, heater, spotlight, one owner, 16,000 miles, guaranteed; £625.—Campbell, Sydenham, Wembley 6262. (C1057)
- FORD CONSUL**
1953 (July) Consul, heater, positively immaculate; £575; guaranteed.—Kirkdale Cars, Cobbe Corner, Sydenham, S.E.26. Sydenham 6123. (C2068)
675 gns.—Ford Consul 1954 saloon, leather, heater, spotlight, one owner, 4,000 miles, spare unused, practically new, taxed, terms, exchanges.—Rowland Smith, below.
495 gns.—Ford Consul, 1952 model saloon, leather, heater, over-riders, one owner, excellent condition; terms, exchanges; list; opened 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)
1954 Ford Consul saloon, black/red, leather, heater, one owner; £655, exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.19 (few minutes Capham Junction), Batt. 2252. (C3022)
1954 Ford Consul, black with red leather, fitted heater, radio, etc., 9,000 miles and condition as new; £650; cash or h.p.—Coles Garages, Ltd., 42, Worple Rd., S.W.19, Wimbledon 0195. (C1054)
1953 saloon, one owner, black, red, hide, heater, 3 tested, splendid throughout; £570.—Davies Motors, Ltd., 273, London Rd., Staines, Tel. 4211-3-4. (C1090)
PRIDE & CLARKE, Ltd.—1954 Ford Consul saloon, black/red, low mileage, heater, choice 2 from £619; 1952, green/green, radio, £539; 1951, green/beige, beige/beige, grey/grey, heater, radio, choice 3 from £489; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. (C3068)
Ford Consul Cars Wanted
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M
DAGENHAM MOTORS, Ltd., wish to purchase Ford Consul cars.—Used Car Department, Hyde Park 4070. (W1066)
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Ford Consul.—Hampstead (Tube) N.W.3 Ham. 6041. (W4018) R
ALMOST new Consul required immediately, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1999, 1998, 1997, 1996, 1995, 1994, 1993, 1992, 1991, 1990, 1989, 1988, 1987, 1986, 1985, 1984, 1983, 1982, 1981, 1980, 1979, 1978, 1977, 1976, 1975, 1974, 1973, 1972, 1971, 1970, 1969, 1968, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1959, 1958, 1957, 1956, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917,

FORD MISCELLANEOUS

C CHARLES FOLLETT, Ltd., official Ford retailers.
S SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.
S SERVICE: Works & Stores—Barnsdale Yard, off Elgin
 Ave., W.9. Cunningham 5936. [C2010]
 Ford Miscellaneous Cars Wanted

3 Ave., W.9. Cunningham 5936. [C2010
Ford Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Car Buyers. Highest Cash prices for Ford.—Hampstead (Tube), N.W.3. Ham.
6041 (4018/2)

Ford Spares and Service
NORMAND, Ltd.

THE best service ensures a longer car life.
BRING your car to 405-9, King St., W.6. Riv. 3665

B **A**LLAN TAYLOR (MOTORS), Ltd.,
HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.
LARGE stock of genuine Ford parts.

L VANDYKE 4433 (5 lines). [0314/R

WE have one of the biggest stocks of Enfo spares

and tractor to the current models: Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distri-

Outlets, Ford House, New Rd., Dagenham. Rainham
770 (8 lines) Also 66, High St., East Ham, E.6.
Grangewood 1136 (0786/R)

ALEX UNDERWOOD offers:—
1026 Frazer Nash Colmore 2-4-seater. Blackburn

1936 ohc engine, grey and red, good condition throughout; terms and exchanges; 195gms.—Underwood-Rusling (Sports Cars), Ltd. 28, Queensberry Rd., Kettering. Tel. 2161

1953 Frazer Nash Targa Florio 2-seater, superb condition, suitable competition or fast touring, just completely overhauled, cost nearly \$4,000; 1953

price £1,895.—Taylor & Crawley, 42a South Audley St.
(entrance Adams Row), Mayfair, W.1. Gro. 6881.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fraser Nash.—Hampstead (Tube), N.W.3. Ham. 6041. {W4018/R

BRADSTOCK MOTORS, Ltd., offer:—
1020 (March) Type 328 Fraser Nash-B.M.W.

£245—Type 326 4-door saloon, hydraulic brakes, outstanding example—Richards & Carr Ltd.

125 gns.—Frazer Nash-B.M.W., late 1935 type 45, cabriolet, ivory, grey leather, very good condition. (C3045)

Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Frazer Nash-B.M.W. Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hompstead (Tube).
 31 St. 2. Room 2041 (MT 4012/4)

HEALEY
CHIPSTEAD MOTORS, Ltd., offer:—

F Type (May) 1953 Tickford, one owner, radio, heater, pass lamps, tailored covers, works maintained, specimen.

CLAND & TABOR, Ltd. Welwyn By-Pass, Herts.
Welwyn 481-2-3, offer:—
100 lb. Hares, Turkeys, Geese, Smoked black pigs

1951 Healey Tickford Saloon, finished black, beige leather, heater, excellent condition throughout; £695; maximum hire purchase terms available. (C1001)

1950 E-type Silverstone special fixed head conversion, exceptional condition, 100 mph plus.

taxed; £625.—Johnson & Brown, Ringers Rd., Bromley.
Ravensbourne 2322. [C2075
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car

1953 registered Healey saloon, low mileage; £825.
—355, High Rd., Wembley, Middlesex. Tel.
Wembley 4422 and 4423. [C4015]

BROOKLANDS.—New Healey 4-seater saloons by Tickford, shop soiled, special price.
1953 Healey Abbott coupe ex. condition.

1952 Healey 2.4-lt. Tickford saloon, radio.
1952 Healey Abbott coupe, radio, heater.

1952 Healey 3-litre convertible coupe, immaculate.
BUY or sell with confidence, guarantee.

103, New Bond St., London, W.1. Mayfair B351-6. [C1089]
J. H. BARTLETT.—Healey 1951 saloon, choice of 5

SILVERSTONE. 1950, low mileage, tuned, special hood; £550 o.n.o.—Rodney Teuchs, Brooms Cottage, Betchworth, Surrey. Tel. 3506, evenings. [8288]

1954 (Sept.) Healey Tickford saloon, 5,000 miles, heater, loose covers, golden bronze, beautifully maintained; £1,325.—L. F. Dove, Ltd., 115, Addiscombe Rd. East Croydon. Add. 3046. (C1078)

1951 Tickford, just returned from overhaul at works, which included decarbonising, brakes relined and new shock absorbers, many modifications and extras including 2.1 compression pistons, heater

demister on windscreen and rear window, windscreen washers; the whole car is in absolutely first-class order throughout; £775 o.n.o., or would exchange for Austin

Lealey and cash adjustment.—Green, Next and Main,
Lyonshall 41, Herefordshire. [8038]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HEALEY
1948 Healey Elliott saloon, sound condition throughout, first cash offer £485 accepted.—Box 2456. [3326]
1954 (April) Healey-Alvis 3-litre convertible, mileage 5,500, radio, heater, can be seen Healey Works, Warwick, £1,350.—Shanks, Four Winds, Farnham, Coventry. Tel. 67250. [7839]

Healey Cars Wanted
BARTLETT will pay more for good Healeys, all models.—27, Pembroke Villas, W.11. Bay. 0523. [W1013]

ROWLAND SMITH'S, the Car Buyers. Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HILLMAN 10
DICKS
1952 Hillman Minx foursome coupe, fitted heater, unmarked, £495. 385-401, High Rd., Kilburn, Maida Vale 6889-9. [C1072]
DICKS CAR SALES Ltd., Kilburn, W.11. [C1072]
RAYMOND WAY.
RAYMOND WAY OF KILBURN.
RAYMOND WAY, the hire-purchase specialists.

1950 Hillman Minx Phase IV saloon, black with red leather upholstery, extremely well maintained, one careful owner, choice of 4 others, from £395 or £500 deposit.
HIRE purchase terms on the spot with no references, no formalities or guaranties, part exchange on your present motor cycle or car; always 200 cars under £500 to choose from.
RAYMOND WAY, 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]
L. F. WARD, Ltd.

1954 Hillman Minx coupe, 6,000 miles, fitted heater, beige and red.
L. F. WARD Ltd., Grange Road Garage, Grange Rd., Thornton Heath. Tel. 3347. [C4043]
CAR MART, Ltd.

1953 Hillman Minx 21 model saloon, heater, blue with red upholstery, £565.—Car Mart, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039]

BRYCE MOTORS offer:—
1954 Hillman Minx coupe, claret, low mileage, one owner, 3 months' guarantee; £575.
BRYCE MOTORS, Rooter Group Main Agents, Stratford-on-Avon, Tel. 2700. [8079]

METROPOLITAN MOTORS:—
HILLMAN Humber, Sunbeam-Talbot, Commer.
1954 Hillman Minx, one owner, perfect condition, tax, £495.
1953 Hillman Minx saloon, 8,000 miles, fitted heater, taxed, superb condition, choice of four; £615.—Metropolitan Motors, Horn Lane, Acton, W.5. Acton 564. [C3080]

W. A. SAUNDERS, Ltd., offer:—
1954 Hillman Minx estate car, grey, red upholstery, heater; £665.
836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027]

CHIPSTEAD MOTORS, Ltd., offer:—
1953 Hillman Minx convertible, green, red, heater, loose covers, etc., immaculate, one owner; £595.
CHIPSTEAD MOTORS Ltd., 197, Fulham Rd., Kensington, London, S.W.5. Fulham 0052/723/7154.
WARWICK WRIGHT, Ltd., offer:—

1953 (October) Hillman Minx Mark VI saloon, black with red leather, 8,000 miles; £595.
1954 Hillman Minx Mark VII convertible coupe, mid-green, with fawn leather, fitted heater, 6,000 miles; £695.
1954 Hillman Minx Mark VII saloon, black with red leather, fitted heater, 8,000 miles; £665.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

NORTHERN MOTORS OF HARROW offer:—
£549!!!—1953 Hillman Minx saloon, one owner, heater, low mileage, beautiful condition.—186-194, Pinner Rd., Harrow 4444. [C3025]

HENDON CENTRAL GARAGE, Ltd., offer:—
1953 Hillman Minx saloon, 11,500 miles, fitted heater, taxed; £610; choice of 2.
1952 Hillman Minx saloon, finished in claret, taxed and fitted heater; £555.
1951 Hillman Minx saloon, heater, taxed, choice of 2; £495.—Watford Way Hendon Central, N.W.4. Tel. Hendon 804-5. [C2034]

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1950 Hillman Minx fitted seat covers, £415; 1949 (September) Hillman 10, immaculate; £435.—355, High Rd., Wembley, Middlesex. Tel. Wembley 4422 and 4423. [C4015]

1952-3 Hillman Minx saloon, one owner, small mileage; £530.—Below.
1938 Hillman Minx coupe, radio; £185; 3 months' run ante, terms and exchanges.
JACK WILLIAMS MOTORS Ltd., 169, Priory Rd., Hornsey, Moutney 74. [C4054]

1952 Minx saloon, two owners, black, nicely maintained; £490.—Below.
1953 Minx convertible, late type, one owner, radio, heater, red leather, black, in grand condition throughout; £595, both with written guarantee; terms, exchanges, trade enquiries welcomed.
AROLD SIMONS Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 062-53-54 anytime. [C4015]

£550.—Hillman Minx saloon, 1952, black with red interior, very smart condition.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2353. Open week-days 8 a.m. to 6 p.m. [C2008]
1937 Hillman Minx of luxe, very good condition; £110.—93, Casino Ave., Herne Hill. [C259]
1954 Hillman Minx Mark VII, black and red, under 2,000 miles, as new; £625.—Hastings, Ladbroke 1154. [C3027]
1946 Hillman foursome coupe, immaculate, N.W.3. (see £275), payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. [C4078]

HILLMAN 10
HILLMAN Minx saloon (1952), black, red leather; £495.
STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404). [C4022]
1953 (July) Minx de luxe saloon, heater, 4,200 bellishers, genuine 9,000 miles, one owner; £595.
RPO Ltd. (Hillmans purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4.

325 gns.—Hillman Minx, 1947 saloon, excellent condition; terms, exchanges.—Rowland Smith.—Below.
175 gns.—Hillman Minx 1939 model saloon, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C3018]

£425!!!—1948 Hillman 10 drop head coupe, magnificent and beautiful car in outstanding condition.—Below.
£535!!!—1952 series Hillman 10 drop head coupe, only one owner, 20,000 miles; choice 2.
£195!!!—Hillman Minx de luxe saloon, most beautiful specimen, choice also 1938 model.—Below.

£325!!!—1947 Hillman Minx de luxe saloon, outstanding condition, just like new; choice two; 3 months' guarantee, hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., N.12. Finchley. [C2052] (East Finchley Underground).

1952 (Dec.) Hillman Minx saloon, black, one owner; £535.—L. F. Dove, Ltd., 115, Addickscombe Rd., East Croydon. Add 3065. [C1076]
1953 Hillman Mark VI Minx convertible, green, heater, over-riders, 16,000, one owner; £575. Houslow. [C213]
3500 miles only! Californian Hardtop, many extras; £715.—Sharwood Motors, Ltd., 32, Bridge Rd., 1953 Minx, type taxed, perfect. [C2076]

200 gns.—Immaculate 1937 Minx, cannot be faulted in any way fitted new tyres, taxed year, indistinguishable from new.—Epsom 1164 after 6.
1947 Hillman Minx, excellent value; £265.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2512. [C4019]

£189 Hillman 10 de luxe saloon, nice condition; terms.—Autonips, 5, Balham High Rd., Balham 1509.
1952 Hillman Minx drop head coupe; £235.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055]
£450 Minx Mk. IV, 1949/50, heater, spot, screen washers, new tyre, taxed, perfect.—McPherson, London, Cen. 8918 (day), Mil. 5491 (evening).

1952-53 Hillman Mk. V convertible, radio, htr., Camper, 1953, one owner, laundress; £525.
Bruce France, 8a, Cromwell Mews, South Ken, Fla. 0513.
HILLWOOD MOTORS—Hillman Minx 1947, grey, maroon interior, engine overhauled, bodwork unmarked, a perfect holiday car; £365.—Mill Hill (London) 4232.
1954 Hillman Minx, 1953 export saloon, black/red, 12,000 miles, fitted extras excellent condition; £600 secure.—Loughlin, Gate House Cottage, Holcombe, Tel. 3043 after 7. [C2076]

£345—1947 Hillman Minx de luxe saloon, makers' recon. engine, immaculate; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]
1954 Hillman estate car, special paintwork, 10,000 miles, beautifully maintained; £675.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006]

1953 Hillman 4-door saloon, black red leather, 11,000 miles, very clean, guaranteed; £550.—King's Motors, High St., Hounslow, Tel. 3532. [C2049]
MINX Californian, April, 1954, maintained by makers, cream/black, 3,250 miles, showroom condition, heater and other extras; £695.—Tel. Sloane 1446. [C2028]

1953 Hillman Minx saloon, golden sand and red leather, practically new condition; £565; terms and exchanges.—Northways Garage, Swiss Cottage, N.W.4. Princes 1127. [C308]
1947 Minx saloon, good, £295; trade enquiries welcomed; terms and exchanges.—Rorys Automobiles, Ltd., 127, Parkway, N.W.1 (near Tube, Camden Town Station). Euston 2700 and 8994.
1952 Mark V saloon, new engine just fitted, spotless condition, one owner; £515!!! Also 1945-6 saloon, gilt; £1951!!—Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723; open all day Saturday. [C1011]

1954 (August) Hillman Californian, grey, blue, red leather, white-walled tyres, radio and heater, Continental model, L.H.d., £625.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd. South Kensington, S.W.5. Kensington 4696. [C4028]
TANKARD & SMITH, Ltd. offer 1953 Hillman Minx 1 saloon, grey/red leather one owner, nominal mileage, exceptional condition, throughout; £545; 3 months' written guarantee.—194/194, Kings Rd., Chelsea, London, S.W.3. Flaxman 4401. [C4025]

1953 (Sept.) Hillman Minx saloon, black and red upholstery, heater, spot light, this car is in excellent condition, £7,000 miles, one careful owner; £545.—R. S. Mead (Isles), Ltd., 42, Queen St., Maldenhead, Tel. Maldenhead 3431-2. [C2011]
1952 Hillman Minx Mark V convertible, blue with red interior, beautiful condition, 'twisting spot lamp on door, wing mirrors, heater, screen washers, five excellent tyres; £525.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019]

PRIDE & CLARKE, Ltd.—1954 Hillman Californian saloon, cream/red, 6,000 miles, heater, one owner, £695; 1954 saloon, claret/beige, 6,000 miles, heater; £649; 1954 coupe, sand/red, 6,000 miles, heater; £649; 1953 Californian, cream/red, 13,000 miles, heater, one owner; £649; 1953 Minx, black/red, low mileage; £569; 1950, black/red, choice 2 from £429; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C5068]

HILLMAN HUSKY
Husky, golden sand, 700 mls., heater; £640.—Tel. Watford 6249 evenings. [C260]
1955 Hillman Husky, delivery mileage; part exchanges, etc.—Autowork, Ltd., Southgate, N.10. Tel. 4965. [C1010]
1954 Hillman Husky, first registered November 15, 1954, grey, guaranteed mileage under 3,000, heater, H.M.V. radio, windscreen washers, license December '55, as new; £595.—T. Dillen & Sons, Ltd., Wimbome 20. [C337]

HILLMAN HUSKY
1954 Hillman Husky, blue, taxed year, heater fitted, 2,600 miles, cash £680.—Gregory, 7, Crouch Hill Rd., Banbury. Tel. 3222. [C259]
Hillman Cars Wanted

R
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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

R
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ROOTES, Ltd.
DISTRIBUTORS.
REQUIRE modern a-w-mileage Hillman cars.
BIRMINGHAM.—Lower Temple St. (Central 8411).
MANCHESTER.—129, Deansgate (Blackfriars 6677).
MIDSTONE.—(Midstone 3333).
CANTERBURY.—(Canterbury 5232).
WROTHAM HEATH.—(Borough Green 4).
ROCHESTER.—(Chatham 2251).

R
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ROOTES, Ltd., Devonshire House Piccadilly, W.1. Tel. Grosvenor 3401. [10108/2]
EMA, Ltd., Grove Rd., Southsea, Portsmouth 2165. [10409/R]
ALMOST new Hillman required immediately.—44, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]
WHY accept less for your Hillman Minx saloon or estate car, when you can get its full market value from
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2353. Open week-days 8 a.m. to 6 p.m. [W2008]

XXX H. F. Edwards offer immediate cash for Hillman—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]
NOTTINGHAMSHIRE distributors, Eumber Hillman, always prepared to purchase first-class condition recent model Hillman saloons and coupes.—R. Gripps & Co., Ltd. Parliament St., Nottingham. Tel. 46391. [10552/R]

Hillman Spares and Service
NORMAND, Ltd.
THE best service ensure a longer car life.
BRING your car to 405-9, King St., W.6. Riv. 3665. [10253]
LONDON & CO'NTIES MOTOR PART, Ltd.
HILLMAN repair specialists (30 cars), well-equipped works servicing rebuilding and complete overhauls, spare parts stocked.—79-81, New King's Rd., Fulham, S.W.6. Renown 1163. [10676/R]

H.R.G.
H.R.G., 1947, 2-seater sports, 10.75hp, many improvements, perfect condition, try examination; first offer over £400.—524, Bury Old Rd., Prestwick, Manchester (Prestwick 4081). [8344]
H.R.G. Cars Wanted
GOOD H.R.G. required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]
H.R.G. Spares and Service
CHARLES FOLLETT, Ltd., have a large stock of spares.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.
SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [10594/R]
Hudson Cars Wanted
SIMPSON MOTORS (WEMBLEY), Ltd., the Hudson buyers. Wembley 6691/903. [W4015/R]
Hudson Spares and Service
MANCHESTER.—Hudson spares and repairs.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus 2874-5. [1061/R]
HUDSON MOTORS, Ltd., Great West Rd., London, W.4, Chiswick 562. First-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [10065/R]

HUMBER
BRYCE MOTORS offer:—
1954 Humber Hawk, overdrive, radio and heater, 11,000 miles, 3 months' guarantee; £590.
BRYCE MOTORS, Rooter Group Main Agents, Stratford-on-Avon, Tel. 2700. [10077]
TOM GARNER, Ltd., offer:—

1953 series Humber Super Snipe Mk. IV s/n., gun, htr., 16,000 mls., £295.
1954 Humber Hawk Mk. V s/n., black, htr., 16,000 mls., £775.
TOM GARNER, Ltd., 10/12, Peter St., Manchester 2, Blackfriars 9265-6-7. [C2020]

METROPOLITAN MOTORS:—
HILLMAN, Humber, Sunbeam-Talbot, Commer.
1953 Humber Hawk, fitted heater, etc., one owner, beech green taxed, superb condition, choice of two; £785.—Metropolitan Motors, Horn Lane, Acton, W.5. Acton 5064. [C3080]
AUTOMOBILIA, Ltd., offer:—

1952 (Sept.) Humber Super Snipe 4-door de luxe saloon, steel grey, grey leather, heater, fog-lamp, one owner, low mileage, exceptional condition; £595.—Automobilia, Ltd., Pipbrook Garage, Dorking 4504. [C1098]
H. A. SAUNDERS, Ltd., offer:—

1953 Humber Hawk saloon, black, beige upholstery, H.M.V. radio and heater; £745.
836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027]
1950 Super Snipe saloon, immaculate; £395.—Mansfield Autos, Ltd. Euston 2567. [C5001]

HUMBER

PHENIX MOTOR Co. (SURREY), Ltd.

CAMDEN MOTORS, the Limousine Specialists,
Leighton Buzzard 2041. Write for special hire-car
catalogue. Showrooms open until 8 p.m. (C1035)

A & S Immediate Cash payment.
A LPE and SAUNDERS LTD., Providence Court, North
 Audley Street, London, Mayfair-2941 [W1006]

1936 2½-litre Jaguar, exceptional condition, re-bored engine, new battery, 2 owners since new, spotless black cellulose; £199.—Walton Motor Services, 98, Terrace Rd, Walton-on-Thames TW25 9JH

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

GREAT WESTERN MOTORS.
OFFICIALLY appointed Jaguar dealers.

1953 Mark VII, black, brown hide, one owner, radio, low mileage; £995.
1952 Mark VII, metallic grey, grey hide, one owner, excellent condition; £995.
1952 Mark VII, battleship grey and red, radio, one owner, chauffeur maintained; £910.
All the above cars have been carefully vetted in our own workshops and are above average in condition.
4-6-8, Bishopscroft Rd., W.2. Ambassador 1061. (8391)

HW MOTORS, Ltd., offer:-

1953 Jaguar Mark VII, black/green upholstery, fitted heater, new whitewall tyres, 15,000 miles. £1,050.—Bridges Motor Works Watlington, Oxford. (C2042)

H BEART & Co., Ltd., offer:-

1953 (November) XK120 2-seater, black with brown upholstery, low mileage, and in immaculate order throughout; outstanding value at £995.—102, London Rd., Kingston-on-Thames, Kingston 3348. (C1081)

HOFFMANN'S OF LEICESTER, Ltd.,

JAGUAR retail dealers,

OFFER subject to being unsold:-

JAGUAR 1955 M-type, dove grey.

JAGUAR 1954 Mark VII saloon, suede green.

JAGUAR 1954 XK120 fixed head coupe, suede green.

JAGUAR 1951 XK120 2-seater, cream.

HOFFMANN'S OF LEICESTER, Ltd.,

PROUD members of the Swain Group

THE car you want—the Swain Group can locate and deliver.
31, London Rd.,

LEICESTER.

TEL. Sale: 65751-5. Service 78669. (C2087)

BRADSTOCK MOTORS, Ltd., offer:-

1939 series 88100 3½-litre 2-seater sports, one owner from new, genuine 32,000 miles, Jaguar history in wonderful condition; £450.—Chase Rd., Epsom. 4506-7. (C1090)

GUY SALMON AUTOMOBILES offer:-

1954 Jaguar XK120 drophead coupe, full special equipment model including chromium-plated wire wheels, Michelin X tyres, twin speaker Radio-mobil, sat cover, twin spotlights, very low mileage; a truly phenomenal performance; this superb car must be seen and tried to be fully appreciated; cost new £1,900. £1,300. (C1091)

1951 Jaguar Mark V, 3½-litre saloon, black/immaculate beige leather, genuine mileage, superb condition throughout, truly a car for the connoisseur; £795.

1951 Jaguar XK120 sports 2-seater, 22,000 miles only from new, extremely good example of this famous model; £795.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

BROOKLANDS: Jaguar appointed retailers.

1954 Jaguar Mark VII saloon, overdrive, 4,000m.

BUY or sell with confidence, cars purchased for cash.

103, New Bond St., London, W.1. Mayfair 8351. (C1029)

LEDNARD WILLIAMS & Co., Ltd., offer:-

1954 (Sept.) Jaguar Mark VII in grey with overdrive, 7,900 miles only; £1,350.

1954 Jaguar Mark VII saloon in black with red leather and equipped with radio, heater, trim rings, wiper motors, one owner, only 11,000 miles; magnificent condition; fully maintained; £1,225.

LEDNARD WILLIAMS & Co., Ltd., Packard Buildings, 1 Great West Rd., Richmond, Middlesex. Tel. 3400.

LOKING MOTORS (MAYBURY HILL), Ltd.,

1953 model Mark VII saloon, one owner, heater, radio; £975.

1947 1½-litre Jaguar special equipment saloon, beige and red, in exceptional condition; £425. Working 4277-8. (C4057)

DENHAM GARAGES (ESHER), Ltd., offer:-

1952 Mark VII Jaguar saloon, superb condition throughout; £995.

DENHAM GARAGE (ESHER), Ltd., tel. 3560 Esher Surrey.

COOMBS & SONS (GUILDFORD), Ltd., offer:-

1954 Jaguar Mark VII saloon, complete with overdrive, fitted with radio, 4,000 miles, one owner, black with red leather upholstery; £1,350.

COOMBS & SONS (GUILDFORD), Ltd., 81 Catherine St., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 22607.

CARTWRIGHT HAMILTON CARS, Ltd., offer:-

1953 specially equipped XK120 drop head coupe, finished in cream with red upholstery, exceptional condition.—London Office, 282, Kensington High St., W.14. Wes. 0207.

H A. SAUNDERS, Ltd., Golders Green, offer:-

1948 Jaguar 1½-litre sunshine special equipment saloon, air-conditioned, heater, grey/grey upholstery, many extras, beautifully maintained, highly recommended; £400.

AUSTIN ROAD, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 001 (10 lines). (C4004)

D J. SHEPHERD & Co. (ENFIELD), Ltd., offer:-

CHOICE of two 1953 Mark VII Jaguar saloons, black with brown interior, excellent condition throughout, from £1,150.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Bedford Rd., Enfield, Howard 161. (C4026)

1951 Jaguar 3½-litre Mark V saloon, black, tan upholstery; £695.

BOTTOMGATE MOTORS, Ltd., Belton Rd., Darwen 774, and Bottomgate, Blackburn 5094. (C3082)

JAGUAR

CHIPSTEAD MOTORS, Ltd. (Official Jaguar Dealers), offer:-

C Type racing, late 1953, 160 mph 2-seater, works maintained.

XK120 C type engine, Feb. 1954 full 8 chassis, Dunlop racing tyres, speedo reading 5,035, large carburetors, as new.

HARD-TOPI XK120, reg. May, 1953, black, red leather, new tyres, heater, windscreen washers, low mileage, unmarked.

XK120 1951, one owner, ivory, red leather, S.S.100 2½, reg. 1941, dual carburetors, new tyres, many extras, low mileage, specimen; £445.

XK120 drop head coupe, 1954, one owner, best mileage as new, radio, heater, washers, tyres unmarked.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.5. Faxman 0052 7253/7154.

MARK VII 1953, black, tan leather; choice of 2 from £1,025.

K. J. MOTORS Ltd., Bromley, Rav. 3456. (8330)

1951 Jaguar Mark VII saloon, absolutely unmarked; £825.

1951 H.M.V. V drop head coupe, heater, late type

1949 Jaguar Mark V saloon, beautiful condition

HAROLD WEBB MOTORS, 765-7, Romford Rd., Manor Park, E.12. Ilford 3151-2. (8371)

CRES offer: 1953 Jaguar Mark VII, beige, one owner and 10,000 miles only; as new; £1,095.

CRES AUTOS, Ltd., 10 & 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. (C1002)

MALD & T. DUBOIS, Ltd., Welwyn By-Pass, Hert. A. Welwyn 481-2-3, offer:-

1951 Jaguar XK120, finished silver grey, blue leather, heater, one owner, unmarked; never raced, excellent condition throughout; £765; maximum hire purchase terms available. (C1001)

1952 Jaguar Mark VII saloon, finished silver grey, red leather, radio, screen washers, immaculate condition; £935; maximum hire purchase terms available. (C1001)

1953 (Oct.) Jaguar Mark VII, black, spotless, wireless; £1,050.—Gramercy, Porters Bar 2040.

1955 model Jaguar Mk VII type M saloon; radio, covers, etc. 950 m. only, attractive price; also (July) Jaguar Mk VII saloon, covers, spotlights, £500 m.; 4 months' guarantee.

1954 Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3, Tel. Deansgate 358-5. (C2028)

1952 Jaguar Mark VII saloon, black, red hide up, holstery, radio, heater, one careful owner, first reg. Nov., 1951; £875.

PARKERS, Ltd., 176, Deansgate, Manchester. Deansgate 4506-7. (C5082/1)

E295!!!—1947 Jaguar 3½ saloon, genuine car, trial cycles, welcomed, terms.—Traynor Motors of East Ham Grange Road 211. (C4032)

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin 4507. (C1081)

1939 Jaguar 2½-litre saloon, immaculate; £250.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. (C206)

G & M ALFREDS (1954), Ltd.—1952 Jaguar Mark VII, extras, above average condition.

1953 Jaguar XK120, hard top, late modifications, wire wheels, above average condition.—6-7, Warren St., W.1. Euston 3268. (C1005)

SLOCOMBES, Ltd.—1951 Jaguar XK120 open 2-seater, blue, screen washers, twin spotlights, fine order; £795.—Below.

1953 Jaguar XK120 convertible, white, radio, heater, screen washers, twin spotlights and numerous extras, immaculate and faultlessly maintained; £1,195.—Below.

1953 XK120 Hardtop, white, immaculate, splendid order throughout; £1,135.—Below.

1939 Jaguar 1½-litre saloon, dual tone black and beige, splendid appearance; £285; unique guarantee; terms; part exchanges cars or motor cycles.—38/39, Dundas Rd., W.11.11. Willesden 4869; also at 379, North Circular Rd., N.W.10. (C4017)

1953 Jaguar Mark VII saloon, black/red, radio, heater, 14,000 miles, as new.—Simmons Garages, Ltd., Temple Bar 3338. (C4029)

425 s.s.—Jaguar September 1946 1½-litre saloon, sliding head, leather, heater, reconditioned engine, terms; exchanges.—Rowland Smith, below.

275 s.s.—Jaguar, late 1939 1½-litre saloon, sliding head, leather, dash, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018)

XK120 1951, silver green, 24,000 miles, one owner, careful owner, new tyres, what offer?—Gainsborough, Warren Lane, Friston, Eastbourne. (C4018)

1975—1952 Mark VII Jaguar saloon, also 1947 Jaguar 1½ saloon, £415.—Autowork Ltd., Southgate St., Winchester, Tel. Winchester 4965.

HULLWOOD MOTORS, Jaguar 3½-litre saloon 1947, black, beige leather, fitted heater, excellent example of a fine model; £365.—Mill Hill (London) 4232.

LAMBS OF WOOD GREEN for Jaguar, London's largest stockists of used Jaguars, over 20 in stock, every one beautiful, hand picked and overhauled.—Below.

E935!!! 1952-3 Jaguar Mark VIII de luxe saloon, magnificent specimen, the finest we have had. Below.

E775 1951 Jaguar XK120 sports 2-seater, beautiful condition; choice also 1952 model.—Below.

E666 1951 Jaguar Mark V de luxe saloon, beautiful condition, 2 colours, bargain price.—Below.

E444!!! 1948 Jaguar 3½ de luxe saloon, only two owners, 24,000 miles, special car.—Below.

E444!!! 1947 Jaguar 1½ de luxe saloon, grey with grey leather; choice 2.—Below.

E295!!! 1939 Jaguar 1½ de luxe saloon, excellent condition, 10,000 miles.—Below.

E285!!! 1939 Jaguar 3½, fitted special economy carburettor, looks like post-war car.—Below.

E275!!! 1938 Jaguar 2½ drop head coupe, beautiful car; bargain price.—Below.

E185!!! 1936 Jaguar 8.5 II de luxe saloon, care-maintenance, used, exceptionally fine condition; 3 years' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 (East Finchley Underground). Finchley 6221. (C2052)

JAGUAR

1954 Jaguar XK120 drop head coupe, 9,000 miles, excellent condition throughout; £1,225.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. (C3006)

1951 (July) Jaguar Mark V, black, one owner, 25,000 miles, H.M.V. radio, heater, chrome and body unmarked, mechanically perfect; £625.—Ambassador 0431. (8213)

11 Jaguar special equipment saloon, 1949 model, leather upholstery and mechanically in perfect condition, new tyres and battery, taxed year, £445.—63, Percy Rd., Hampton, Middx. (8173)

XK140 1955 model, unregistered, delivery mileage only, drop head coupe, pastel green H.M.V. radio, 1955 model; list price.—J. Eddie, 49/50, Courtmarket 1855, Oxford. (8133)

1947 (Dec.) 3½-litre Jaguar, black, one owner in excellent condition; £595.—Halls (Finchley), Ltd., Odon Parade, North Finchley, London, N.12. Tel. Hillside 1044. (8380)

1949 Jaguar 3½-litre saloon, one owner, carefully used and maintained, moderate mileage, excellent condition; £425; terms.—Philip Foster, 13, High St., Oxbridge, Tel. 4302. (8359)

1952 (December) Mark VII Jaguar saloon, covers since new, radio, beautiful body, 2300 m. Taylor & Crawley Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Slo. 5213. (C4036)

1951 Jaguar Mark V saloon, black, grey leather, two owners, moderate mileage, immaculate; £685.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. (C4011)

1954 maintained and indistinguishable from new; £1,225.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. (C3006)

JAGUAR 3½-litre S.E. saloon, black, exceptional condition, H.M.V. radio, heater, Ace discs, 3in bore exhausts, towing bar fitted (unused), approx. 20mpg, numerous extras, taxed year, part exchange, consider £1,250.—exchange considered.—Tadpole (Surrey) 2525. (8184)

JAGUAR XK120, first registered November, 1950, black with cream/red leather, 4 Dunlop racing wheels, tyres, excellent condition throughout, £695.—Philip H. Johnson, Ltd. (Tel. 2424), Opposite G.P.O., King's Lynn, Norfolk. (8135)

1947 also 1950 Mark V, £550; trade enquiries welcomed; terms and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (Nearest Tube, Camden Town Station). Euston 2700 and 6894. (C5059)

1949 1½-litre, Jaguar special equipment saloon, H.M.V. radio, two owners since new; £535; written guarantee; this car is in almost new condition, terms or exchanges; trade enquiries.—Broadway Motors, 67, High St., Hounslow, Middx. Hou. 0175. (7886)

1954 (June) Mark VII saloon, low mileage, complete engine and suspension modifications up to (M-Type numerous extras, taxed year, part exchange, consider £1,250.—Ashdean Car Sales, Hurst Green, Sussex, 344. (18327)

1953 (delivered £3,12.59) Jaguar XK120, 9,000 m., full standard equipment mileage 9,000 on condition throughout exceptional in every respect, Michelin X tyres; £250; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.2. Bay. 4274. (C4035)

XK120 1953 (June) fixed head coupe, black with brown leather, 26,000 miles, one owner, and never raced, immaculate condition throughout, competition torsion bars and several extras; £1,125.—George Newman & Co. (B'con), Ltd. 39/40, Old St. Euston 28102/4. (C4024)

1947 Jaguar 1½-litre special equipment saloon, radio; black, leather, engine just completely overhauled, bodywork excellent; £465; written guarantee; terms; exchanges; trade enquiries welcomed.—Harold Simons, Ltd., 397-401 High Rd., East Finchley, N.3. Finchley 0052-53/54 and 55. (C4045)

1948 Jaguar 3½-litre Sportsman saloon, finished black/brown hide, heater and air-conditioning unit, cellulose, chrome, upholstery and carpets in wonderful condition, 40,000 miles, one owner, new engine rebored and decarbo used recently, excellent tyres engineer maintained, taxed; outstanding value at £590.—Gordon White & Co., 11, Grosvenor Gardens, S.W.1. (C4077)

Jaguar Cars Wanted

ROWLAND SMITH'S, the Car Buyers, Highest cash prices for Jaguar.—Hampstead (Tube), N.W.5. Ham. 6041. (W4018/R)

COOMBS & SONS (GUILDFORD), Ltd. (C4005)

URGENTLY wanted, good condition post-war Jaguar cars, offers appreciated.—Portsmouth Rd., Guildford Tel. 52507. (C4034/R)

BARTLEY will pay more for good Jaguars.—27, Pembridge Villas W.11, Bay. 0523. (W1013)

ALMOST new Jaguar required immediately.—52, Streatham Hill, S.W.2. Tulse Hill 2676. (W5016)

MARSTON MOT & Co., Ltd. to your Jaguar—N.15, Sta 8000 Seven Sisters Rd. Tottenham, N.15. (C4045)

PPRIVATE buyer requires early Mk. V Jaguar for cash, no dealers.—Box 2335. (8055)

H. F. Edwards offer immediate cash for good Jaguar.—200, Great Portland St., London, W.1. Tel. Langham 0012. (W2073)

XK120 1951-2 modified required.—Wells, Suite's Cottage, Great Walsingham, Norfolk. (8394)

PPRIVATE buyer requires XK120 drophead coupe; 1950; Williams, Thorpe House, Thorpe, Surrey (Chertsey 519). (7951)

CHILTERN CARR urgently requires S8100; in above average condition.—11a Water Lane, Leighton Buzzard Bedfordshire. Tel. Leighton Buzzard 2660. (C4045)

Jaguar Spares and Service

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARE and replacement engines for all models from 1938.

AND at Manchester Cheetham Hill Rd., Deansgate 8216-7. (8216-7)

QUICK completion of repairs (7953/R)

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. (70495/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire—Jaguar spares, replacement units and repairs facilities.—Bath Rd., Slough, Tel. 22554. (C0430/R)

LX GARAGES, Ltd.—Comprehensive range of all Jaguar spares in stock, specialised service and maintenance for Jaguar cars.—Lx Garages, Ltd., Forty Avenue, Wembley Arnold 1154-5. (C0719/R)

DIMANTLING on Jaguar and S.E. models, 1936 50-hp, 1937 50, 1938 1½, 1939 88.20, 1933 and 1934 88.16; rapid c.o.d. service.—Wards "Motolympia," Leamore Rd., Wallasey 4151. (C0622/R)

LANCASTER specialised sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton (4080) and 179, Deansgate, Manchester (Deansgate 4507). (C0739/R)

JEPS—Ford and Jeep Jeeps, several available, fitted with truck and utility bodies; from £75.—Hlt. 2810. Jeeps always available, comprehensive stocks of spares.—Autowork, Ltd., Winchester, Tel. 2955. (C1010)

JEPS, private or commercial; all spares.—P.W.D. Motors (late Wick Autom.), 15, St. John's Rd., Hampton Wick, Kingston 4718 8248. (C020/R)

£120 for 12 conversions.—98B, Belair Lane, N.W.3. Hampstead 5231. (C0527/R)

REBUILT Jeeps (full guarantees equivalent to a maker's own vehicle taken part exchange, n.p. terms available)—Fisher (see Jeep Spares below). (C0306)

BRITAIN'S leading Jeep specialists now offer the first diesel power, Jeep fitted with new Perkins P.A. engine, in addition to our full range of Jeep spares and rebuilt Jeeps.—Write for details 101.—MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.A. Chiswick 3013-0231. (C041/R)

WILLIS Jeeps, sales, service, genuine manufacturers' spares.—All enquiries to sole appointed British concessionaries (see also under New Jeeps): Steele Griffiths, Ltd., London, S.E.5. Rodney 2201-6, 10852/R

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts home and export; 1954 illustrated assembly guide and parts catalogue price 1/-; largest stocks, lowest prices, exchange plan engine, gear box, clutch, etc., noted for all American spares.—51-53, High Rd., Chiswick, London, W.4. (C0535/R) 1919/6250.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jeeps.—Hampstead (Tube), N.W.3. Ham. 6041. (C0418/R)

Jeep Spares and Service
JEEP Service Station, overhauls, repairs, all Jeep spares available; exchange plan 0/- units.—Mannell & Fisher 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4733, 4738. (C0306)

JENSEN

BROOKLANDS, Jensen distributors.

LATEST 1955 Interceptor saloon and coupe available, demonstration.

1954 Jensen Interceptor saloon, 7,000 miles.

1951 Jensen 4-litre 4-door saloon, radio, heater

BUY or sell with confidence; cars purchased for cash.

103, New Bond St., London, W.1. Mayfair 8351. (C1029)

JOWETT

WELBECK MOTORS, Ltd., for Jowett:—

1953 (registered November, 1952) Javelin de luxe, in grey with red hide, Series III; £595.

1953 Javelin saloon, full Series III, heater, radio, high engine, 21,000 miles.

1952 Javelin de luxe, maroon with beige hide, engine reconditioned, virtually as new; £550.

1950 Javelin de luxe, black, radio, screen washers; £450.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (nr. Baker St. Station). Welbeck 1139 (10 lines). For the largest Jowett agents in the country.

CAR MART, Ltd.

1953 Jowett Javelin de luxe saloon, heater, metallic grey with red upholstery; £615.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6900.

CLARKE'S OF PIRBRIGHT.

THE Jowett Centre of the South.

1953 Javelin de luxe saloon (first reg. Nov. 1952); grey, red leather, Series 3, one owner, fitted screen washers; £550.

1951 Javelin saloon, fawn, beige upholstery, recent factory replacement engine, one owner, fitted screen washers; £485.

1947 Bradford 6-str. utility, excellent condition; £225.

24 hr. service; we never close (open throughout the week-end).

PIRBRIGHT, Surrey, Brookwood 2201-2. (C1049)

WORKING MOTORS (MAYBURY HILL), Ltd.

1953 (December) Javelin saloon, heater, radio, rather green and beige; £655.

1950 Javelin saloon, beige, 21,000 miles, exceptional condition; £450.—Woking 4277-8.

A. SAUNDERS, Ltd., Golders Green, offer:—

1953 (June) Javelin de luxe saloon, maroon/beige hide, immaculate, highly recommended; £585.

1953 Austin House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C0004)

CHARDAS & CARR, Ltd., are always best value.

1953 (July) Javelin de luxe, series III, grey, one owner, heater; £595.

1952 (April) Javelin de luxe, series III engine recently fitted, one owner, heater; £535.

1952 Javelin, heater, 21,000 miles.

35, Kinnerton St., London, S.W.1. Tel. Sloane 5424.

1953 Javelin saloon de luxe, radio, heater, etc., 11,000 miles.—Autowork, Ltd., Southgate St., Winchester. Tel. 4963. (C1010)

JOWETT
SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1953 Jowett Javelin, 27,000 miles, colour beige, heater, frost-free, leather upholstery; £535.

355, High Rd., Wembley, Middx. Tel. Wembley 4222 and 4425. (C04015)

1950 Jowett Javelin, black/brown leather, heater; £435.—Odeon Motors, Ltd., Bar. 1144.

1949 Jowett Javelin, black and beige leather, heater, etc.; £435, £109 deposit, balance 24 months.

McLAREN & COX, Ltd., 928, High Rd., Finchley, N.12. Tel. Hillside 0560/5555. (C03063)

1952 owner, 26,000 miles, carefully maintained and in good condition; £525.—Box No. 2415. (C0200)

1950 de luxe Javelin, black, brown leather, heater, exceptional condition, well shod, one owner; £420.—Adams, Greensleeves, Croydon, Hants. Tel. 355.

Seen London.

1950 M. BENTLEY & PARTNERS offer 1952 Javelin H de luxe saloon, grey and red leather, H.M.V. radio, 16,000 miles; £550, £ Albemarle St., W.1. Grosvenor 5551. (C0264)

1951 Javelin de luxe saloon, grey with red leather, reconditioned engine, written guarantee; £495.—O. S. Eall, 302/306, King St., Hammersmith, W.6. Tel. 241. (C04015)

£465!!!—Jowett Javelin saloon 1950, smart metallic finish; this car is in thoroughly satisfactory condition, having been comprehensively tested by us and passed A.I.

CAMDEN MOTORS, Leighton Buzzard 2041.—Write for catalogue; showrooms open until 3 p.m. (C01035)

395 pens.—Jowett Javelin, 1951, saloon, leather, heater, very good condition; terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

1950 model Javelin saloon, in really superb condition, throughout, finished in unblemished mint green with fawn leather interior, fitted Smith heater and all new tyres, complete with all tools and instruction books; £410; terms, exchanges.

MAIDSTONE ENGINEERING Co. (Sunderland) St., Pen. 3457. (C03000)

1953 Jowett Javelin series III de luxe, black, red leather, one owner, 14,000 miles, unusually good condition throughout; £625, exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. (C04035)

Jowett Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. (C0418/R)

WM WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139. Largest Jowett agents in the country, would be very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year. (W0409)

H A SAUNDERS, Ltd., Golders Green, require:—

JOWETT cars for cash.—140-144, Golders Green Rd., N.W.11. Speedwell 0011. (W0404)

PRIVATELY owned Javelin 5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2768. (W0357)

JAVELIN and Jupiter wanted.—Richards & Carr, Ltd., 35, Kinnerton St., W.1. Sloane 5424.

LACOSTE best Jowett required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W5016)

Jowett Spares and Service

JOWETT CARS, Ltd.

SPARES, reconditioned units and service facilities will continue to be available in your district; consult your local agent or write to Service Department, Jowett Ltd., Bradford, Tel. 341. (C0794/R)

F FAIRMAN & SONS, Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradfords, always in stock; specialised repairs, tuning and services.—Horley, Surrey, Tel. Horley 17. (C0961/R)

EXHIBITION ON THE JAWETT Jowett agents and specialists for sales and service.

K G. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston, Kingston 2241. (C0443)

EAST Anglia.—For all Javelin and Bradford spares.—Peter Guest, Ltd., Gaywood, King's Lynn, Tel. 414. (C0364/R)

GORDON CARS (LONDON), Ltd.—Specialist service, all Jowett models, largest spares stock in south.—7-9, Russell Parade, Golders Green, N.W.11. Slo. 9761. (C0135/R)

BUNTINGS MOTOR EXCHANGE offer unrivalled B service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow, Tel. 6225-6. (C073/R)

V. MOTORS, Ltd., Park Rd., Teddington, Middlesex, Tel. Kin. 0710 and 8613, Jowett agents and specialists, comprehensive stock of spares, 1950-1954 models; over 50 years Jowett experience. (C0759/R)

GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialists repairs.—228-234, London Rd., Croydon (C/o 3641/2), Bushwood Corner, Leytonstone, E.11. Tel. 5101-2, 1a, Highgate Rd., Kentish Town, N.W.5. (G. 761) (C0463/R)

KAISER

1951-2 Kaiser Red Dragon 4-door saloon, 1.h.d., radio and heater, hydraulic drive; £975.—Jow. Thompson (Motors), Ltd., 21-45, Fulham Rd., South Kensington, S.W.3. Kensington 4853. (C04028)

LAGONDA

BROOKLANDS, Lagonda distributors.

1955 models, 2-door, 4-door saloon, power-operated boot coupe available; demonstration.

1954 Lagonda 3-litre Tickford drop head coupe.

1954 Lagonda 3-litre Tickford saloon, 9,000 miles.

1952 Lagonda 2.6-litre drop head coupe.

BUY or sell with confidence; cars purchased for cash.

103, New Bond St., London, W.1. Mayfair 8351. (C1029)

DAVIES MOTORS, Ltd. (Managing Director J. E. Davies, 20 years service manager to Lagonda, Ltd.), Specialists in all aspects of service.—273, London Rd., Staines, Tel. 4211-5. (C0390/R)

ACOT ENGINEERING, Ltd.—Complete overhauls and engineering services. Lanchester cars, pressor gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7501 and 7521. (C0937/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. (C0418/R)

Lanchester Spares and Service

ACOT ENGINEERING, Ltd.—Complete overhauls and engineering services. Lanchester cars, pressor gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7501 and 7521. (C0937/R)

1938 Lanchester 14 Roadster de luxe saloon, in immaculate post-war condition throughout, runs like a dream car, colour black with gold line and brown hide upholstery, 5 excellent tyres and battery; £225; terms, exchanges.—Corner Garage, 90, Gorton St., Blackpool. Tel. 26538. (C0403)

Lanchester Cars Wanted

KIRKWOOD CARS buy pre-war Lanchesters.—78, Sharnham Hill, S.W.2. Tulse Hill 2298. (W0202)

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ACOT ENGINEERING, Ltd.—Complete overhauls and engineering services. Lanchester cars, pressor gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7501 and 7521. (C0937/R)

LAGONDA
CHIPSTEAD MOTORS, Ltd., offer:—

L.G.6 1939-40 drop head coupe, first class works history, maroon, beige leather, radio, heater, post-war condition, engine not yet run in.

£195—4½ sports saloon, 1934, but in post-war condition, black and beige leather, new tyres.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/253/7154.

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1938 V.12 Lagonda drop head coupe (short chassis), fitted Saxon H engine, finished in olive green with beige upholstery, new tyres, bills for over £300 available; £555.—London Office: 282, Kensington High St., W.14. Western 0207.

1938-9 Lagonda V.12 saloon, by H. J. Mulliner, immaculate condition; £475.—T. Woot, Doncaster 49560. (C0211)

R maculate throughout; good tyres, hood, curtains and accessories; £225.—Box 2444. (C0251)

1938 4½-lr. V.12 saloon de Ville, an excellent specimen; £270, £70 deposit.—Sears, 25, Church St., Hampton, Molesey 2142. (C0409)

1932 (July) Lagonda 3-litre sports saloon in excellent condition, almost new tyres, new batteries, serviced by us for past 4 years; £195.

ALWOOD GARAGE, Alwood Rd., Maidenhead. At Littlewick Green 70. Evenings and week-ends Littlewick Green 3076. (C0264)

LAGONDA 1933 16/30 low chassis, Speed model, new hood, new clutch, complete engine overhaul 1952, body perfect; £200.—Shively, Denham, Bucks. Tel. 1817.

LAGONDA 2-litre, original 4-seater body, specimen throughout; bargain; £175; terms, exchanges. Birds Garages, Parkfield Rd., Wolverhampton, Bilston 41853. (C0263)

1939 (November) V.12 Lagonda, H. J. Mulliner high vision saloon, exceptionally well maintained; £650.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.8. Riverside 6677-8. (C0403)

1939 coupe, finished in black and bronze with beige upholstery, an immaculate car, fitted radio and heater, many extras; £795.—Heny's, North Circular Rd., N.W.11. Finchley 0261. (C0206)

G & M ALFREDS (1936), Ltd.—1950 Lagonda 2½-litre sports saloon, complete works history, recorded mileage 30,000, numerous extras, above average condition.—3-7, Warren St., W.1. Euston 3268. (C1005)

295 gms.—Lagonda 1936 L.G.45 4½-litre pillarless saloon, sliding head, leather, twin Scintillas, excellent condition; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C0418/R)

1950 Lagonda drop head coupe, immaculate condition throughout, fitted heater, radio, AC, by arrangement; £750, garage problem necessitates exchange; 3 months' written guarantee.—Bath Road Motors, Bath Rd., Crippenham, Slough, Bucks. Tel. Burnham 705. (C0104)

1939 L.G.6 de Ville saloon, maintained in excellent condition, black with red leather, Motorola radio and heater, seen London 18th in 21st March by arrangement; £750, garage problem necessitates smaller car and shorter model L.G.6 considered basis exchange.—Particulars and history from Thornton, 66, Gordon St., Glasgow, or phone Kensington 5257. [6113]

Lagonda Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. (C0418/R)

G Amhurst Lane, Harpenden, Herts. Harpenden 118. (W0200)

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (Managing Director: J. E. Davies, 20 years service manager to Lagonda, Ltd.), Specialists in all aspects of service.—273, London Rd., Staines, Tel. 4211-5. (C0390/R)

LANCHESTER

TOM GARNER, Ltd., offer:—

1953 series Lanchester 14 saloon, black, heater, 20,000 miles; £585.

TOM GARNER, Ltd., 10/12, Peter St., Manchester. 2, Blackfriars 9265-6-7. (C0202)

GUY SALMON AUTOMOBILES, offer:—

1953 Lanchester 14 saloon, 10,000 miles only, one owner, originally supplied by us, quite as new; £525.

1953 Lanchester 14 saloon, immaculate condition, 22,000 miles, originally supplied by us; £550.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C0401)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.
1951 M.G. 1½ saloon, green with beige upholstery, new engine 1954, 5,600 miles, H.M.V. radio and heater, price £250—W.H. 5555. (C1015)
1955 Model Magnette, maroon, radio and taxed year, 300 miles only as new; £395.—44, Parc Rd., Hampton Hill, Middx. Molesey 2766. (C1015)
HILLWOOD MOTORS, M.G. 1½-litre saloon, two-tone green, very smart appearance, fine performance; £495.—Mill Hill (London) 4252. (C1514)
645 gns.—M.G. Midget (May 1954) T.P. 2-seater, leather, one owner, small mileage, exceptional choice of 3 T.P.s; terms, exchanges.—Rowland Smith, below.
525 gns.—M.G. Midget (September, 1952) T.D. 2-seater, radio, paslight, excellent condition; choice of 4 T.D.s; terms, exchanges.—Rowland Smith, below.
425 gns.—M.G. late 1947 1½-litre saloon, sliding head, leather, excellent condition; terms, exchanges.—Rowland Smith, below.
195 gns.—M.G. Midget 1954 8hp P 2-seater, good tyres; terms, exchanges.—Rowland Smith, below.
125 gns.—M.G. Midget 1953 8hp J2 2-seater; terms, exchanges. List; open 9-7 week-days and Saturdays.—Rowland Smith, Hamptonstead (Hamptstead Tube), Hamptonstead 6041. (C1015)
1939 T.A. Midget drop head coupe, new TC engine fitted, specimen car; £255/11.—A.Z. Motors, 101, Palmerston Rd., N.W.6. Mel. 4723. (C1011)
1951 model M.G. 1½ saloon, black with red leather, heater, unmarked; £555; terms or exchanges. Trade enquiries.—Brook Motors, 67, High St., Hounslow, Middx. Hou. 0175. (C1011)
1947 (late) M.G. T.C., red throughout, bodily and mechanically as new, triple spots, luggage carrier, windscreen washers, spare unused, Shenge (comph. really exceptional), accept £575.—Blackpool 6090. (C1016)
1948 M.G. 1½-litre saloon, maroon maroon, new engine recently fitted, one owner; £475; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (a few minutes Clapham Junction). (C1012)
£195 M.G. 1½-litre 12hp series V.A. sports 4-seater, 1959, a very good specimen of this excellent series, smart black finish with silver wheels, good hood and tyres, a delightful car to drive, fast and economical.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. (C1015)
R 0618 & YOUTHO, Ltd., offer 1955 M.G. T.P. 1950, 2-seater, works mileage only, 2 weeks old, grey with red leather; £745.—65-69, St. John's Ave., Streatham Hill, S.W.2 (1 m. S. Streatham Hill Station). (C1017)
1946-7 M.G. T.C. sports 2-seater, smart and fast, £465; also 1940 M.G. 1½ sports saloon, taxi, good, £365; and 1940 M.G. 1½ drop head coupe, a true specimen, £325. Trade enquiries welcomed; terms and exchanges.—Rays Automobiles, Ltd., 127, Parkway, N.W.1 (Nearest Tube, Camden Town Station). (C1019)
2700 and 8994.

M.G. Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hamptstead (Tube), N.W.3, Ham. 6041. (W4018/R)
S LOCUMBES, Ltd.
W E urgently require M.G.s of all models since 1933. 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4669. Nearest Underground, Dollis Hill Stn. (W4017)
A. SAUNDERS, Ltd., Golders Green, require:—
H M.G. cars for cash—140-144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)
MAYFAIR GARAGES, Ltd., too cash prices for M.G.s.—Balderton St., W.1. Mayfair 3104. (0006/R)
W ANTED, late M.G. details and price to W. W. W. at Norman Ave., Stoke, Devonport. (7821)
CLUBMAN AUTOS, Ltd., urgently require all models M.G. for cash—138-142, High St., Tooting, S.W.17. Tel. 5684. (W1095)
B.K. MOTORS require M.G.s. particularly V.A. C.T.A. T.B. and T.C. models—355, Finchley Rd., N.W.3. Hamptstead 5712. (W1052)
THE CAR MART, Ltd., London wish to purchase M.G. cars—389, Streatham High Rd., S.W.16. Streatham 0054. (1906/R)
W ANTED, nearly new M.G. Magnette, small mileage, distance no object; details and price.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3, Tel. Deansgate 3325-6. (W1028)
M.G. Spares and Service

TOULMIN MOTORS

OFFICIAL stockists.
SPECIALIZE in M.G. and M.O. cars only, repairs and complete overhauls, all models, reconditioned engines in stock for all models 1933 to 1955; exchanges service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, valves, shafts, valves, guides, springs and gasket sets with full range of M.G. spares always in stock; new vertical drive gears now available; we specialize in racing spares, write or tel.
TOULMIN MOTORS, 435 Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. (0849/R)
PERFORMANCE CARS—M.G. sales, service, spares, 8341—Great West Rd., Brentford, Middlesex. (83041/R)
UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory—7, Hertford St., London W.1. Gre. 4104. (0006/R)
V. DERRINGTON, Ltd., for M.G. spares and replacement parts, new and used: valves, springs, guides, gaskets, road springs, brake linings and cables, sage 1 and 1½ Laval, Lucas cylinder heads, petrol tanks, fold-back winderscreens, silencers and exhaust systems, stamp new list—159-161, London Rd., Kingston 5221-2.
M G. spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc.; replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies; prompt postal service, c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station). S.W.19. Liberty 3013. (0435/R)

DICKS.

1949 Morgan 4/4 sports 2-seater, attractive and fast; £395.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, N.W.6. Vale 6669-9. (C1072)
RAYMOND WAY.
RAYMOND WAY OF KILBURN.
RAYMOND WAY, the hire-purchase specialists.
1951 Morgan Plus 4 sports 2-seater, really immaculate throughout, Cambridge blue with upholstery to match, one owner only; 429gns or £30/9 deposit, balance 24 months.
HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £600 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C1047)
1953 Morgan Plus 4 d.h. coupe, exhibition blue, 9,000 miles; £575.—Enderness, 32, Elthorne Road, Uxbridge, Middx. (0293)
MORGAN 4/4 1939, black, coupe, engine reconditioned, condition good; £235.—38, West St., Rochford, Essex. (0265)
325 gns.—Morgan 4/4 1948 sports 2-seater, ivory, good tyres, excellent condition; terms, exchanges. List; open 9-7 week-days and Saturdays.—Rowland Smith, Hamptonstead (Hamptstead Tube), Hamptonstead 6041. (C1018)
Morgan Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgans.—Hamptstead (Tube), N.W.3, Ham. 6041. (W4018/R)
S LOCUMBES, Ltd.
W E urgently require Morgans of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4669. Nearest Underground, Dollis Hill Stn. (C1015)
CLUBMAN AUTOS, Ltd., urgently require all models M.G. for cash—138-142, High St., Tooting, S.W.17. Tel. 5684. (W1095)

Morgan Spares and Service
MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy Ltd., 161, Gt. Portland St., W.1. Lingham 7733. (0514/R)

MORRIS MINOR

CAR MART, Ltd.
1954—55 Morris Minor 4-door saloon, black with red upholstery; £590.
1954 Morris Minor 2-door saloon, black with red upholstery; £510.—Car Mart, Ltd., 37, Davies St., Grosvenor Square, W.1. Mayfair 5011. (C1039)
RAYMOND WAY.
RAYMOND WAY OF KILBURN.
RAYMOND WAY, the hire-purchase specialists.
1950 Morris Minor saloon, in exceptionally immaculate condition, mechanically faultless, one careful owner only, excellent tyres; 409gns or £26/9 deposit, balance 24 months.
HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £600 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C1047)
S LOCUMBES, Ltd.
1953 Morris Minor saloon, black, one owner and in very nice condition; £495; unique guarantee; part exchanges, cars or motor cycles, 38-52, Dudden Hill Lane (nr. Dollis Hill Underground). (C1017)
PEDIGREE CARS offer
1954 Morris Minor travellers' car, 7,000 miles, heater, overriders, spare unused; £625; terms and exchanges—340-2, Euston Rd., N.W.1. Euston 7000. (0363)
B. J. HUNTER, Ltd., offer:—
1954 Morris Minor 8hp traveller's utility, one owner, low mileage; £625.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C1040)
CARRS AUTO SALES, Ltd., offer:—
1952 Morris Minor 4-door, grey; £465.
1953 Morris Minor 4-door, grey, red leather; £525.
STANDARD HOUSE, South End, Croydon. Tel. Croydon 6088 and 0266. (C1102)
WARWICK WRIGHT, Ltd., offer:—
1953 Morris Minor 2-door saloon, green with green leather, 7,000 miles; £545.
1953 (October) Morris Minor (ohv engine) convertible, black with red leather, fitted heater, 20,000 miles; £515.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9781. (C1045)
SEYMOUR & CLEMENTS, Ltd., offer:—
1954 5 Minor saloon, grey, red leather, works mileage; only £590.
1952 Minor convertible, grey, red leather, heater, etc., as new, 18,000 miles; £465.—39, Watford Way, Hendon Central, N.W.4. Tel. Hendon 2146.
C.M.I. CAR SALES (Pri. 6023) offer:—
1953 Morris Minor 2-door saloon, 18,000 miles, excellent condition throughout; £525.
1954 Morris Minor 4-door saloon de luxe, 9,500 miles, heater, one owner, taxed; £575.
THREE months' guarantee, terms list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)
H. A. SAUNDERS Ltd., Golders Green, offer:—
1952 (March) Morris Minor de luxe 4-door saloon, one owner, green/beige hide, immaculate, faultless, 2480.
AUSTIN HOUSE, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C1004)

MORGAN

MORRIS MINOR

1951 Minor, generally overhauled; £430.—Below.
1949 Minor, green, overhauled; £405.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. (C10419)
DAGENHAM MOTORS, Ltd., offer the following car:
1954 Morris Minor Traveller's car de luxe, grey, heater, 6,500 miles; £645.
56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton Middx. Perivale 3588; and 6, 8 and 12, Sangey Rd., Catford, S.E.6. Hither Green 4261. (C1006)
ACRES offer: 1953 Morris Minor, grey, spotless throughout; £485.
CHES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. (C1002A)
A Morris Minor traveller's car, loose covers, 1954 heater, perfect order; £645.
GORDON CARS (LONDON), Ltd., Russell Parade, Golders Green Rd., N.W.11. Speedwell 9781.
£395—Morris Minor, 1949, recon. engine, excellent performance, many others. Holland Park, BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube). Exchanges, h.p. (C1017)
MORRIS Minor 1954 4-door saloon, 7,700 miles, immaculate; £555.—Below.
MORRIS Minor 1950 2-door saloon, 21,000 miles, one owner, perfect; £415.—Sargeant & Collins, Bickley Rd., Bromley, Imperial 2242.
1953 Morris Minor, black, 18,000 miles, heater, loose covers; £495.—Freemantle 7722 (0227)
1950 Morris Minor saloon, one owner; 13,000 miles only, superb condition; £435; guaranteed.
1951 Morris Minor convertible, one owner, meliorid hood, superb condition; £425; guaranteed.—G. W. Wilkin, Ltd., Lion Gate, Ham Court, Middx. Mol. 6109. (C1053)
SIMMONS MOTORS (WEMBLEY) Ltd., English car Division offer:
1952 Morris Minor saloon 20,000 miles, one owner; £485.
1952 Morris Minor tourer, 21,000 miles; £485.
355 High Rd., Wembley, Middlesex. Tel. Wembley 4422 and 4423.
1955 Morris Minor 4-door saloon, many extras as new; £650.—Pinner 6598. (C1045)
MORRIS Minor 1953, perfect; £495 or terms.—Petchers, 739, Romford Rd., E.12. Ilford 1215.
1949 Morris Minor convertible, black, well maintained, lady owner; £365.—Wargrave 3189.
1952 Morris Minor 4-door grey saloon, excellent condition, 16,000 miles; £485.—Vig. 3102.
1954 Morris Minor 4-door saloon, 9,000 miles, extras, immaculate, private; £619.—Hodge, Newmans Lane, Rubery, 8 Ham.
1953 (Oct.) Morris Minor 2-door ohv saloon, grey, red leather, 11,500 miles, perfect; £525.—Sanderstead, Surrey 5309.
1954 Morris Minor 4-door saloon de luxe, black; £575.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. (C1067)
TWIN carburettor conversion, h/c head and high rear axle, also give amazing performance and economy; send for data and road tests.
1953 ohv 2-door saloon, heater; £325.
THE above car can be supplied with conversion; £255 extra. Demonstrations, part exchanges, h.p. terms.
ALEXANDER ENGINEERING CO., Ltd., Radnasham, N.W.3. Tel. 345. (C1084)
495 gns.—Morris Minor late 1953 ohv saloon, heater, one owner, exceptional; terms, exchanges.—Rowland Smith, below.
375 gns.—Morris Minor 1949 saloon, excellent condition; choice of 12 Minors; terms, exchanges, chat; open 9-7 week-days and Saturdays.—Rowland Smith, Hamptonstead (Hamptstead Tube), Hamptonstead 6041. (C1018)
1955 Morris Minor, green, 2-door, delivery mileage only; Mill House, East Wittering, Sussex, W. Wittering 2274.
1952 Morris Minor, ohv engine, 2-door saloon, black, small mileage, appearance as new; nearest £500.—Page Stuart's Cars, London 1610.
1951 Morris Minor convertible, splendid condition; £410; guaranteed.—Kirkdale Cars, Cobbs Corner, Epsom, S.E.26. Epsom 6129. (C1016)
1950 Morris Minor convertible, special engine, extras, quietly driven, excellent condition.—Hainalt 2906. (7945)
1954 Morris Minor 4-door, 6,000 miles, immaculate; £565.—Taylor & Crawley, Hyde Park Corner, S3, Grosvenor Crescent Mews, S.W.1. Sls. 5215. (C1036)
54 Morris Minor 2-dr. sal. grey, red upholstery, 10,000 mls. only, immac. cond. throughout; £535.—Brent Cross Garage, Hendon Way, London, N.W.4. Ape. 1196. (C1097)
75 mph 45mpg, twin carburettors, h/c head, 0-50 18.6 secs, data and demonstrations.—George Boyle (Sports Cars), Mollington, nr. Chester. Great Mollington 353. (C1086)
1952 Morris Minor convertible, finished green, beautifully kept throughout; £465; trade part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. (C1016)
1954 Morris Minor 4-door de luxe saloon, 7,000 miles, exactly as new; £575; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. (C1016)
1953 Morris Minor 2-door saloon, guaranteed 6 months, choice of 3 from £500 h.p. up to 2 years.—34, Acre Lane, S.W.2. Epsom 4011 and 41-3. Dork. 3, Epsom, Surrey 0408. (C1037/R)
JACK ROSE, Ltd., offer:—1953 (October) Morris Minor 4-door de luxe, heater, one owner, black, red leather, almost unmarked; £565.—Stanford Rd., Wallington, Surrey 5677. Purdy Heath 2376.
MORRIS Minor convertible, June, 1952, 6,000 miles only; £110 extras including Shorrocks supercharger, heater, Underseal, beautiful condition; £500 0-0.—Oxley, 14, Ferry Hill Rd., Barns, Green, R. Birmingham. (0606)
MINOR, late 1953 ohv 4-door de luxe, blue-grey, red leather, heater, Windom horns, radiator 24 inch, etc., 13,000 miles, practically new condition; £535; terms possible.—37, Parkside Drive, Edgware, Middx. Tel. Sls. 7078. (0355)
TANKARD & SMITH, Ltd., offer 1951 Morris Minor convertible, grey/beige upholstery, heater, two owners, 10,000 miles, excellent condition throughout; £400.—3, Chelsea, London, S.W.3. Fiamman 6801. (C1002)

Hove. Tel. 35939. South Coast distributors; new
h.d. saloon in stock. 17729

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PONTIAC
SIMPSON'S offer—
 1952 Pontiac Chieftain 8, radio and heater and other extras.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345 High Rd. Wembley 2691/2903. [C4015]

Pontiac Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 2691/2903. [W4015/R]

Pontiac Spares and Service
FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [C617/R]

PORSCHE
A.F.M., Ltd.

SOLE concessionaires for Great Britain, official service and spares.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [C2015]

COLORBONE GARAGE, Ltd., Ripley, Surrey. Tel. 3361. Specialists in Porsche repairs and service. [C617/R]

PORSCHE 1952 1296cc, 1 h.p., white, 35mpg, many extras.—£1,650.—Harry Sutcliffe, Broadway (Worce). Tel. 3201. [W390]

RACING CARS
COOPER'S GARAGE (SURREY), Ltd., of Surbiton (Tel. Elmbridge 3548), are the sole concessionaires for the southern half of Great Britain of the 500cc Formula 2, Cooper-Jaguar and Cooper 1100cc sports cars. [C621/R]

ROSE & YOUNG, Ltd., offer—1954 Spinx Sports. A co-top with, we offer this most successful car with almost new XK120 engine and gearbox ready for installation. £975.—65-69, St. John's Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tube. [C5057]

LESTER-M.G., ex-monkey stable, 1952, engine completely modified, semi aerodynamic coachwork, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

RALTON
A ONE MOTORS (LONDON), Ltd.—All Straight-8 models, also spares and reconditioned engines.—Tate Gallery 0192 and Vandyke 5181. [C533/R]

1938 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1951 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1952 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1953 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1954 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1955 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1956 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1957 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1958 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1959 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1960 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1961 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1962 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1963 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1964 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1965 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1966 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1967 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1968 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1969 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1970 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1971 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1972 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1973 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1974 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1975 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1976 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1977 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1978 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1979 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1980 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1981 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

1982 Ralton 10 special sports coupe, new hood, tubular chassis, Sholexley class record, June, 1954, colossal performance, complete reliability with economy, equally suitable racing or roadwork, just refurbished and ready for immediate use, £850 or offer, including £100 spares.—Roddock, 101, Goldstone Crescent, Hove. [W3832]

COACHCRAFT offer—
 o.n.o.—1948-9 1½ Riley saloon, one local owner from new, original and completely without blemish throughout, fitted with works replacement engine, heater, a particularly striking example in apple-pie order and not in need of overhaul or repair; 3 months' mechanical guarantee, terms to suit and exchanges, etc.—Coachcraft, Elm Rd., Evesham, Tel. 6539. [C1053]

PERFORMANCE CARS
PERFORMANCE CARS No. 2 Annex offer a large selection of Rileys.

RILEY 2½-litre roadster, 1950, £495; **Riley 2½-litre sports saloon**, 1947, £245.

RILEY 1½-litre Nuffield sports saloon, 1939, £255; **Riley 1½-litre Kestrel saloon**, 1937, £265.

RILEY 9 Monoco saloon, 1937, £245; **Riley 9 Linx** 1939, £245.

RILEY 1½-litre Falcon saloon, 1936, £165; **Riley 1½-litre Merlin saloon**, 1935, £145.

IMMEDIATE hire purchase, insurance and part exchanges.—See also under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex, Ealing 8941. [C3041]

MAYFAIR COUNTRY CARS offer—
1950 saloon, 2½, bronze, fitted H.M.V. radio, heater, excellent condition; £525.

1950 saloon, 2½, black, fitted H.M.V. radio, heater, 1 h.p.; £545.

1949 saloon, 2½, black, superb condition; £525.

1948 saloon, 2½, black, fitted radio, excellent condition; £510.

1947 saloon, 2½, black, brown leather, exceptional condition; £495.

1947 saloon, 1½, black, red leather; £495.

EASIEST of terms, exchanges—7, George Yard, Grosvenor Sq., W.1. Mayfair 0151. [C3006]

GORDON & GLYNN (THE RILEY CENTRE).

ENGLAND'S specialist dealers who buy and sell Rileys only offer—

£255 wonderful performance, taxed.

£245—1936 Kestrel 6/15, excellent throughout.

£125—1935 9hp Monaco, very clean and original, taxed.

ALWAYS a selection of many other models in stock.

OUR specialisation ensures your satisfaction.

GORDON & GLYNN, 189-195, Pavilion Rd., Sloane St., S.W.1 (3 minutes Sloane Square Tube). Sloane 8326/426. [C2075]

CARTWRIGHT HAMILTON CAR, Ltd., offer—

A VIRTUALLY new Riley Pathfinder, finished in wine with beige upholstery, 6,500 miles, Motoroller radio, heater, Carlton coach, first registered Sept. 1954. £1,185.—London Office: 282, Kensington High St., W.14. Wes. 0207. [C8340]

WORKING MOTORS (MAYBURY HILL), Ltd.

1952 Riley 2½-litre saloon, one owner, heater, radio, £765.—Woking 4277-8. [C3055]

CLARKE & SIMPSON, Ltd., Riley Sales and Service, offer—

1953 (May) Riley 2½-litre saloon, green, green leather, one owner, £695.

1952 (July) hypoid axle model, 1½-litre, green, green leather, heater, £795.

1952 (model) registered December, 1951, 1½-litre, 24,000, maroon red, immaculate; £775.

1947 (January) 1½-litre, black, green, loose covers, heater, engine just reconditioned; £495.

AUTHORIZED to issue B.M.C. warranty to cars which qualify.

49, Sloane Sq., London, S.W.1. Tel. Sloane 4727. [C1048]

1952 Riley 1½-litre, green, heater, reconditioned engine, exceptionally well-kept car; £765.

ARSTON MOTOR CO., Ltd., Sever Sisters, 84, Tottenham, N.15. Tel. Stamford Hill 3000.

RILEY 1936 Merlin, recent reconditioned engine, twin carbs; £175.—Box 2472. [C3586]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer—

1940 1½-litre Riley, radio and heater; £315.—35, High Rd., Wembley, Middlesex. Tel. Wembley 4422 and 4423.

1952 (March) 2½-litre Riley, in exceptional condition, 16,000 miles; £795.

A. FREEMAN, Ltd. Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2974-5. [W7251]

1953 Riley 1½-litre saloon, 10,000 miles, exceptional condition; £665.

GORDON CARS (LONDON), Ltd., Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761. [C3055]

1955 Riley 1½-litre saloon, new, for immediate delivery; £1,134/9/2.

1954 Riley 1½-litre saloon, black, one owner, low mileage; £975.

RIPCO, Ltd. (Riley's purchased), 16, Albemarle St., Mayfair W.1, Hyde Park 2952/3/4. [C3052]

1951 Riley 2½ saloon, black, brown leather, radio, one owner, fine condition throughout; £660.

—Below.

1952 Riley 2½ saloon, maroon, red leather, radio, heater, other extras, low mileage, a splendid car; £795. Both with written guarantee; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54 any time.

1954 (July) 1½-litre Riley, cream, 7,000 miles, immaculate throughout; £975.—Tel. Walsall 4972.

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Laves 1221. Successors to Lewes Motors, Ltd.

BARRIS of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5345.

1947 Riley 1½-litre 4-door saloon, black with brown hide upholstery, twin for lamps, usual extras, one owner; £425.

PARKERS, Ltd., Bradshawgate, Bolton, 4080. [C3082]

1953 Riley 1½, moderate mileage, immaculate, one owner; £795.—Mansfield Autos, Ltd., Euston 2287.

1951 Riley 2½-litre saloon, ivory with red leather, one owner; £675.—Jack Smith, 23, Bruton Place W.1. Mayfair 561-2. [C3052]

RILEY
BARILETT—Riley 1950 series 2½-litre saloon, one owner, small mileage, exceptional condition; £550.—27, Pembroke Villas, W.11. [C1013]

RILEY 9 Monaco, 1950, semi-brake, new tyres, battery, £40.—38, Rawlings St., Chelsea. Knightsbridge 2555.

1949 series Riley 2½-litre saloon, £525; also 1946 Riley 1½-litre saloon, £475.—Autowork, Ltd., Southgate St., Winchester. Tel. 3465. [C1010]

1952 Riley 1½-litre, grey with red leather, first registered March, 1952, perfect condition; £765.—James, Lomax St., Bognor Regis 2166. [R147]

1948 (October) 1½-litre Riley, immaculate condition, one owner, low mileage; £525.—Sidney Marrow, Ltd., 33 Sloane St., S.W.1. Sloane 6970.

1952 equal to new; £785; terms or exchanges; trade enquiries.—Broadway Motors, 67, High St., Hounslow, Middlesex. Hous. 0175. [W732]

1947 Riley 2½-litre saloon, superb condition throughout, modified suspension, guaranteed; £450.—O. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kin. 8104. [C4053]

ARCHIE SIMONS & Co., Ltd.—1947 Riley 1½-litre saloon, colour black, one owner only, specimen car for year; £485.—34, Gt. Portland St., W.1. [C4013]

JACK ROSE, Ltd., offer 1950/1 Riley 1½-litre saloon, one owner, exceptional condition; £595.—St. John's Rd., Wokingham, Surrey. Wallington 6677/Burgh Heath 2376. [C3056]

A fitted heater, outstanding condition; £725.—Harris Motors (Markyate), Ltd., High St., Markyate, Herts. Tel. Markyate 364. [R1010]

1947 Riley 2½-litre saloon, black/red leather, £475; exchanges—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Tube). Beatt. 2253. [C1088]

RILEY 1½ (August), black, red leather, 7,000 miles, immaculate condition; £975.—Clayton's Car (London), Ltd., 17, Bruton Place, London, W.1. Telephone Mayfair 4756. [C1088]

1950 (May) 1½-litre saloon, black, green upholstery, good tyres, appearance and condition, one owner, licensed Dec. 1975.—Glenbury Bros. Column Garage, Shrewsbury. Tel. 6272. [R270]

A enlarged Riley sales and service depot at the leading Riley distributors for the area, new and used cars on show; demonstrations by appointment. Tel. or write Coventry Motor Mart, Ltd., Coventry 2146-7. [C446/R]

1951 Riley rare 2½-litre drop head 4-seater, ivory and red leather, pass lamps, Ace Rim-bellishers, etc., immaculate condition, one private owner. £925.—97, Fordbridge Rd., Ashford, M'x. [R6047]

1951 Riley 2½-litre saloon, finished black with brown leather interior, fitted chrome Rim-bellishers, heater, the appearance of this car is exceptional and the performance is everything that could be desired over 90mph with 25mpg, a genuine example. £590.—Below.

1948-9 Riley 2½-litre saloon, finished in very attractive colours of black and grey with fast interior, fitted radio, in similar condition to above car; £495; terms, exchanges.

MAIDSTONE ENGINEERING CO. Smethurst St., Maidstone, Kent. Tel. 3457. [C3000]

XXX Riley Scarce model—1951 (March) Riley 2½-litre drop head 4-seater coupe, black and chromium with red leather and red plastic hood, a really immaculate example, heater, screen washers, twin fog lamps, pass lamp, twin wing mirrors, overriders, etc., written guarantee; £765, terms, exchanges. H. F. Edwards 200, Great Portland St., London. Tel. Langham 0012. [C2005]

Riley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

B. J. HUNTER, Ltd.

FOR your immediate purchase of your Riley.

B. J. HUNTER,

ROLLS-ROYCE

237 BROOK 1231-2. [C509]

Hampstead (Hampstead Tube). Hampstead 6041.

Chelsea, S.W.3 (near Battersea Bridge). (S1092)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rolls-Royce Spares and Service

JACK OLDING & Co. (MOTORS), Ltd., official Rolls-Royce service, overhauls and repairs—84-90, Holland Park Ave., Kensington, Park 5077.
SERVICE reception in Mayfair, 19, Piccadilly Court, North Audley St., Mayfair 5242. (C3030)
CHARLES POLLETT, Ltd., officially appointed re-sellers and repairers.
SHOWROOMS: 15, Berkeley St., W.1. Mayfair 6246.
SPARE parts
SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. (0614/R)
ALL spares for 20 and 25hp Phantom I and Phantom II chassis, also recommended replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, West St., Crystal Palace, S.E.19. L4V. 3362. (10054/R)

ROVER 10

£498—Rover 10 1947 sal., recon. engine, exceptional throughout; many others.
BENMOTORS, Ltd., Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube) Exchanges, h.p. (C1017)
1939 Rover 10 sal., black, wireless; £275. (C1010)
1945—1947 Rover 10 sal., carefully maintained. —Autowork, Ltd., Southgate St., Winchester. Tel. 4905. (C1010)
£395—1940 Rover 10 de luxe sal., in such magnificent condition that it has been persistently mistaken for 1947 motor car; also another 1939 sal.; from £365.—Below.
£525—Dear but worth it, the finest Rover 10 we have had! bodywork as good as new; it left the Motor Show, interior faultless and chassis in small mileage and beautiful condition, if you want the finest Rover 10 on the road to-day this is it; also choice 2 others, from £445; 3 months guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 (East Finchley Underground). Finchley 6221. (C2052)
1940 Rover 10 sal., excellent; £295; trade enquiries welcomed; terms and exchanges.—Rois Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894.

ROVER 12

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1946 Rover 12, radio and heater; £465—355, High Rd., Wembley, Middlesex. Tel. Wembley 4432 and 4423. (C4015)
1946 Rover 12 saloon, wonderful condition, —11, Merrymead, Prestwich, Manchester. Prestwich 2057.
£475—1947 Rover 12 de luxe sal., beautiful bodywork, excellent mechanically; choice 2; 3 months guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 (East Finchley Underground). (C2052)
1938 Rover 12 saloon, original; £335; trade enquiries welcomed; terms and exchanges.—Rois Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894.
1948 con. specimen, engine just reconditioned, bargain; £485!! Also 1936 14, just overhauled and recollared. —Rois, 1837 10, saloon, in perfect condition. £150!! A.2, Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. Open all day Saturday. (C1011)

ROVER 14

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1936 Rover 14 4-door saloon, very well maintained; £175—355, High Rd., Wembley, Middlesex. Tel. Wembley 4422 and 4423.
1938 Rover 14 saloon, excellent; £245; guaranteed.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. (C2068)
1946 Rover 14 sports saloon, finished in black with brown leather interior; also unmarked, the appearance of this car is really excellent, the paintwork is unblemished, fitted heater, mechanically in excellent condition and remarkably quiet, this car was originally delivered to the private owner in 1947 and has been maintained regardless of cost, a genuine specimen, taxed. £395.
MAIDSTONE ENGINEERING Co., 8, Smethurst St., Fendleton, Manchester, near Salford Hippodrome. Fendleton 3457. (C3000)

ROVER 16

H BEART & Co., Ltd., offer:—
1947 Rover 16 6-light saloon, finished in black, in nice condition throughout; £445—102, London Rd., Kingston-on-Thames. Kingston 3342. (C1061)
£465—1947 Rover 16 de luxe saloon, beautiful vehicle inside and out; 3 months guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 (East Finchley Underground). (C2052)
1947 Rover 16 sports saloon, recent factory overhaul, immaculate throughout; £465; 3 months guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Harnsey, Mountview 528 and 5774.
ROVER 16 sports saloon, 4- to 5-seater late 1936, in really beautiful appearance and as per owner's original specification, very small mileage; the mechanical condition is excellent, the steering is very light and accurate; this car has had perfect maintenance and regularly serviced by conscientious chauffeur, colour pearl grey with beautiful red leather interior, original pile carpets, the car is quiet, most economical, all negligible, thoroughly reliable and a pleasure to drive; genuine bargain, £165; photo to genuine enquirer, 300 miles trial.—12, Clarence Rd., Chorlton-cum-Hardy, Manchester, 21, Chorlton 1288. (C4056)

ROVER (88, 75 and 90)

H BEART & Co., Ltd., offer:—
1949 (April) Rover P5 model 75 saloon, grey with grey leather upholstery, chauffeur maintained, immaculate throughout; £625—102, London Rd., Kingston-on-Thames. Kingston 3342. (C1061)
1951 Rover 75 saloon, green/grey, heater, radio, etc., excellent condition; £695.—John Trigg, Ltd., Escher 2265. (C4056)

ROVER (88, 75 and 90)

CHIPSTEAD MOTORS, Ltd., offer:—
P3 75, black, outstanding condition throughout, radio, heater, etc.; £595.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154.
GUY SALMON AUTOMOBILES offer:—
1953 Rover 75 saloon, black/brown leather, radio, 17,000 miles only from new, one owner, exceptional condition; £955.—Portsmouth Rd., Thames Ditton. Emerson 5561-2-3. (C4001)
DENHAM GARAGES (ESHER), Ltd., offer:—
1953 (April) Rover 75, black, blue leather interior, heater, immaculate condition, 17,000 miles, in the hands of one private owner; £955.
DENHAM GARAGES (ESHER), Ltd., tel. 3560 Escher, Surrey. (C1100)
1954 Rover 80 saloon, grey, low mileage; £1,150.
1954 Rover 75 saloon, dual grey, fitted radio, low mileage; £1,115.
1953 Rover 75 saloon, black/red, radio, one owner, 23,000 miles; £955.
FURTHER selection of used Rover 60s, 75s and 90 saloons.
DUNHAM & HAINES, 46, Castle St., Luton, 2100-1, 2925.
1953 model 75, black, many extras, 20,000 miles.
ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (C1088)
1955 (series) Rover 75, black, red leather, as new; £1,325.—Below.
1954 Rover 75 black, red leather, R.M.V. radio, superb condition; £1,125.—Below.
1951 (December) Rover 75, green, grey leather, excellent condition; £725.—Robbins, East Putney, 791, 4241.
1953 Rover 75 saloon, 17,000 miles, in excellent condition, guaranteed; £955.
RIPCO, Ltd. (Rovers purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4.
1948 (Nov.) Rover 75 saloon, heater, Motorola radio, above average condition; £575.
GORDON CARS (LONDON), Ltd., Russell Parade, Golders Green, N.W.11. Speedwell 9761.
1949 Rover 75, black, exceptional; £600.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. (C4019)
1954 Rover 60 saloon, 4,000 m. only, 4 months' guarantee.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6.
1952 (July) Rover P4 75, one careful lady owner, leather and heater, absolutely unblemished; £620.
COX'S MOTORS (LEICESTER), Ltd., 11-15, Conduit St., Leicester. Tel. 6019.
£650—Rover 75 saloon, left-hand drive, heater and radio, delivered new June 27th, 1952, in excellent order throughout.—Guldford 3862 after 7 p.m. only.
1951 Rover P4 75 saloon, one owner, careful maintenance; £685.—Victoria Motors, 32, Long Millgate, opposite Victoria Station, Manchester, 3. Blackfriars 1348. (C1059)
1948 Rover 75 sports saloon, mid-green, leather, radio, heater, in splendid condition throughout; £575; 3 months guarantee; terms, exchanges; trade enquiries welcomed.
HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.E. Finchley 0052/53/54 any time.
1948 Rover 75 sports saloon, black, with red leather upholstery, fitted heater, an attractive car in excellent mechanical order, taxed; £545.—L. F. Dove, Ltd., Guildford Rd., Woking, Tel. Woking 1292.
1954 model Rover 75 saloon, finished blue with blue upholstery, fitted heater and windscreen washer, motor 15,750, in excellent condition, one owner; £1,100.—Shore Garages, Ltd., Port St. Mary, Isle of Man. Tel. 3109.
£775—1950 Rover P4 de luxe saloon, this vehicle having had only one owner since new and being chauffeur maintained looks and runs as well as when it left the factory, black with green interior, this is a first class specimen we have had; also choice another coloured one.—Below.
£565—1948 Rover 75 de luxe saloon, magnificent condition, small mileage, mean this car see and compare with others offered, this is magnificent, also choice two 1948s; 3 months guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 (East Finchley Underground). Finchley 6221. (C2052)
XXX 1953 model Rover 75 P.4 saloon, green and chromium with green leather, heater, the appearance of this one owner car is quite as new and it is definitely the sort of car you hope to find; offered with written guarantee at the attractive price of £955, terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (C2003)
1948 Rover 75, 75 and 90 Cars Wanted
A. SAUNDERS, Ltd., Golders Green, require:—
ROVER 60 and 90 cars for cash—140-144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)
NEW or very low mileage Rover 80 saloon—Westbourne 64842. (W4023)

LAND-ROVER

E VANS (WIMBLEDON), Ltd., offer: selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers Alexandra Rd., Wimbledon 0163/4. (0195/R)
HH HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, offer the following selection of late model Land-Rovers; 6 months' written guarantee; hire purchase.
1955 Land-Rover, 4,500 miles, as new.
1954 Land-Rovers, long wheelbase, one owner, choice of 2; £545.
1953 Land-Rovers, excellent condition; choice of 3; £475.
1952 Land-Rovers, choice of 2; £425.
COUNTRY enquiries welcome; representatives for all districts.—Contact Harvey Hudson, Ltd., High Rd., South Woodford, E.18. Wanstead 0056. (C2039)

LAND-ROVER

AUTOMOBILES, Ltd., offer:—
1950 Land-Rover, carefully used, 26,000 miles, exceptional condition; £345.—Automobiles, Ltd., Pinbrook Garage, Ltd., Boreham, Essex. (C1089)
1951 Land-Rover, green, one careful owner; £345.
1955 Half Motors, Ltd. Tel. 7717/4. (C3077)
enquiries for new Land-Rover invited by the Rover distributors, Elliotts of Bideford Tel. 744.
AUGUST 1952 Land-Rover, licensed December, well maintained, one owner; £520 or £75 deposit.—Epps Bros., Farnborough (Kent) 2244 and 3117. (8387)
1951 model Land-Rover, green, 18,000 miles, power (take off, rear pulley, governor, etc.), one owner, excellent condition; £355.—Dobsons, Ltd. (Rover Agents). Staines 801. (C1074)
295 gns.—Land-Rover 1950, perspex side screens, excellent condition; choice of 2 Land-Rovers; terms, exchanges, lists. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)
Land-Rover Cars Wanted
ROWLAND SMITH, the Car Buyer.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)
H ROVER SPECIALISTS, wish to buy good Land-Rovers, country enquiries welcome.—Contact Harvey Hudson, Ltd., High Rd., South Woodford, E.18. Wanstead 0056.

ROVER MISCELLANEOUS

H ENLIS, Ltd.
ENGLAND'S Largest Rover Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Crossenor 2267).
HEW House, 385, Euston Rd., N.W.1. (Euston 4444).
DEPOTS at:—
MANCHESTER (Blackfriars 7843).
BRISTOL (Bristol 21326).
Bournemouth (Bournemouth 6514).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
HOUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0091).
GREAT WEST ROAD (Balling 3477).
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
H ENLIS, Ltd., England's Leading Motor Agents.
PARTS of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Finsington, Kingston 3348. (C1060/R)

Rover Miscellaneous Cars Wanted

ROWLAND SMITH, the Car Buyer.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)
COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford, 79. (0242/R)
ALMOST new Rover required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W5016)
POST-WAR Rover saloon wanted.—Gordon Wooders, 45a, Dredford Rd., S.W.16. Streatham 5456.
BIRMINGHAM—Post-war Rovers wanted, distance no object.—Hutton Motors, Ltd., 71, Broad St., Midland 1437.
Wanted nearly new Rover, small mileage, distance no object, details and price.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. (W4023)
WANTED new Rover wanted.—Wilson's Automobiles & Coachworks, Ltd., 34, Acra Lane, Brixton, S.W.2. Brixton 4011. 3, Dorking Rd., Epsom, Surrey. Epsom 3501. (W4085/R)

Rover Spares and Service

LATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Clordon. Tel. 1223. Main Rover dealers for Clordon.
GULLIVER ENGINE SERVICE—Rover 12 and 14hp reconditioned exchange engines.—80, Highgate Rd., N.W.5. Gulliver 6034. (0862/R)
E VANS (WIMBLEDON), Ltd., area dealers for E. Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0183-4-5. (0147/R)
GULLIVER-FISHER, Ltd., unsurpassed service, spares C and replacement units.—Northwood, Middx. Tel. 777 (4 lines). (0009/R)
HIGH PARK MOTORS, Ltd., Datchet. Tel. 1808.
L. BUCKS, Rover distributors, for spares and specialized service.—Tel. Datchet 5. (0047/R)
R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. (0437/R)
DAVID ROSEFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2303. (0558/R)

SIMCA

1955 Series Aronde, 1,900 miles, heater, radio, cost £920, as new; £795.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254.
1955 Series Aronde, negligible mileage, as new throughout; guaranteed; £825.—Davies Motors, Ltd., 2/3, London Rd., Staines. Tel. 4211-2-3-4-5. (C1080)
ST Aronde.—Several demonstration cars available, very low mileage and maintained in perfect condition.—Details from Fiat (England), Ltd., Water Rd., Wembley. Tel. Perivale 5631. (0365/R)
Simca Cars Wanted
WHY accept less for your Simca Aronde saloon, when you can get the full market value from **FERRARIS OF CRICKLEWOOD**, 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2254. Open week-days 8 a.m. to 6 p.m. (W2008)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SINGER

C COACHCRAFT offer:—
£485 o.n.o.—1952 Singer SM1500 4-door saloon de luxe, on a prime, new tyres, nearly new tyres, round heater, screen washer, leather, just passed by makers and in very superior condition throughout; 3 months' mechanical guarantee; terms to suit and exchange.—Coachcraft, Elm Rd., Evesham, Tel. 6539.

A AUTOMOBILIA, Ltd., offer:—
1952 saloon, black, beige leather, heater, fog lamps, low mileage, excellent condition: £495.—Automobilia, Ltd., Pipbrook Garage, Ltd., Dorling 4304.

JACK POZNER (AUTOS) offer:—

1950 Singer S.M. 1500, black, as new; £479.—395, Hendon Way, N.W.4, Hendon 1423-4.

W ANSTEAD MOTORS, Ltd., offer:—

1951 Singer sports, grey, 12,000 miles; £365.

W ANSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford, Valentine 1155-6-7. (C4042)

E LM AUTOSALES (MORDEN) offer:—

1951/2 Singer 1500 saloon in beige with beige interior or heater, spotless condition, mechanically excellent: £485.—Elm Autosales, 28-30, Abbotbury Rd., Chertsey, Surrey 6615. (C4009)

H A. SAUNDERS, Ltd., Golders Green, offer:—

1937 (model) Singer Bantam 2-door de luxe saloon, sun roof, green/green leather, beautifully maintained; £70.

A USTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11, Speedwell 0011 (10 lines). (C4004)

1953 Singer 1500 Roadster, one meticulous owner; £495.

1952 Singer 1500 saloon, black, heater, beige leather, excellent value; £525.

G ORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1, Eus. 6611. (C4023)

1947 Singer 10 saloon, black, equipped with spotlamp and heater; £295.

B OTTMOTORS, Ltd., Bolton Rd., Darwen 774 and Blackburn 5694. (C3068)

1951 Singer 9hp tourer, new hood, side screens, new tyres, dual horns, spotless cond.; £435 o.n.o. owner. Navy 2350. (C3769)

1954 Singer S.M. 1500 saloon, chrome blue, complete specification including heater, front res. in 1955, works mileage only; £795.

P ARKERS, Ltd., 176, Deansgate, Manchester, Deansgate 4507. (C3082)

1951 Singer 1500, colour black, small mileage, excellent condition throughout, one owner since new; £485; 3 months' guarantee; h.p. terms and exchange.—Tel. Tudor 5075/Fitzroy 0295. (B3550)

H ILLS GARAGES (WOODFORD), Ltd.—Singer distributors.—Ex-demonstration cars often available at special prices; usual terms, 15% down, 8 years to pay.—Buckhurst 0541. See our display advertisement.

Singer Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer (Hamstead) (Tube) N.W.3 Ham 6041. (W4018/R)

H A. SAUNDERS, Ltd., Golders Green, require:—

SINGER cars for cash—140-144, Golders Green Rd., N.W.11, Speedwell 0011. (W4004)

Singer Spares and Service

L ANCASHIRE'S, premises, Cockshutt & Coulthart & Grimshaw, Whalley New Rd., Blackburn, Tel. 48091.

T HE Singer Agents for spares, service repairs, Auto-menders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13, Riverside 8291. (0754/R)

G ORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—32, Albans Lane, Golders Green, N.W.11, Speedwell 6701/2. (0607/R)

M ANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Distributors, Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester. (0740/R 4577.)

SPORTS CARS

B & G. MOTORS offer:—

£185—Singer 9 1939 roadster open sports 4-seater, spotless cellulose new battery, bills available for over £100 spent on this car last year.

£165—M.G. 8hp P-type open sports 4-seater, black and chromium, extremely smart car, only wants seeing.

£160—Riley 9 Lyncx open sports 4-seater, spotless cellulose, goes really well, looks lovely, twin carb. etc.

£155—Alvis Firefly 12hp open sports 2-seater, again spotless cellulose, runs like a dream, reliable type car.

£150—Riley 9 March special open sports 4-seater, goes like the proverbial bomb, very smart and fast.

£140—Wolsley Hornet 12 open sports 4-seater, red twin carb. and all the gubbins, very nice example.

£135—S.8.16 open speed 4-seater, immaculate, in cream and chrome, fast and very pretty car.

£115—M.G.12 open sports 4-seater, green, knock-outs, etc.

£110—Singer 9 Le Mans type open 4-seater, green.

£85—M.G. 8hp open sports 2-seater, in red and chrome, 4-speed gear box, very smart example.

£45—Morris 4 utility 1936, goes very well indeed, new battery, bodywork only fair, (taxed).

M ANY other cars—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1, Gulliver 3578. (C1019)

B ERT MASON SPORTS CARS, Ltd.

£175—B.S.A. Scout sports 2-seater, 1939, perfect mechanically and immaculate, in red; £195, Jaguar 2½-litre drop head coupe, 1939; £285, Riley 15½ Falcon saloon, hire purchase terms on all vehicles; we are open till 9 p.m.; many more in stock; our hire-purchase terms are made especially to suit you.

B ERT MASON SPORTS CARS, Ltd., 77, Cricklefield Rd., Clapton, E.5, Amhurst 1814. (C3078)

V INTAGE AUTOB.—See our advertisement on page 111. (C4079)

SPORTS CARS

R ROWLAND SMITH'S for sports cars.

645 ens.—M.G. Midget, Mar. 1954, 11hp TF 2-seater, owner, small mileage.

525 ens.—M.G. Midget, September, 1952, TD 2-seater, radio.

395 ens.—Fraser Nash-B.M.W. 1938 model, 2-litre type 226 sports coupe.

375 ens.—Allard 1949 K.1 sports 2-seater, carefully used, excellent condition.

325 ens.—Aston Martin 1938 15/98 2-litre short chassis drop head coupe.

245 ens.—M.G. Midget 1936 9hp PB 2-seater.

245 ens.—Riley 1937 model, 14½-litre Lyncx sports 4-seater.

145 ens.—Lagonda, late 1934 4½-litre sports saloon; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C4018)

P ERFORMANCE CARS, The Sports Car People, Great West Rd., Brentford, Middlesex. Tel. Ealing 8841 (5 lines).

O NLY three minutes from Northfields Tube Station. Piccadilly or District Underground.

W RITTEN guarantee, immediate h.p. and insurance B.M.T.A. A.A.A.; appointed R.A.C.

R OM over 150 in stock, plainly marked with year and price we select:—

A LLARD 71M 4½-litre four-seater, 1949, choice of 2 from £465; Allard 61P sports saloon 1951, £545.

A LLARD 61M 2-seater roadster, 1947, £265; Allard 71L tourer, 1948, £295.

A LFA-ROMEO 1750 supercharged 2-seater, 1934, £295; Alfa Romeo 2.3 supercharged coupe, 1934, £395.

A LVIS 4.3 10ford 4½-litre four-seater, 1938, £265; Alvis speed 25 Vanden Plas tourer, 1937, £295.

A LVIS speed 25 sports saloon, 1937, choice of 2 from £225; Alvis speed 20 Charleworth saloon, 1937, £265.

A STON MARTIN 1½-litre Le Mans 2-seater, 1935, £245; Aston Martin 2-litre drop head four-seater, 1938, £345.

A STON MARTIN 1½-litre Ulster 2-seater, 1936, £315; Aston Martin 2-litre Aston sports saloon, 1940, £295.

B UCKLER 1172cc sports 2-seater, 1953, £275; Bristol 402 convertible, 1950, £1,235.

B S.A. Scout 10hp tourer, 1938, £185; B.S.A. 10hp 2-seater, 1936, £95.

D AILMER 2600cc Arthur Mulliner sports saloon, specimen throughout, 1935, £295.

D IAT 500cc convertible, immediate delivery, £578; Fiat 500cc Belvedere station wagon, immediate delivery, £679.

F IAT 1100 sports saloon, immediate delivery, other model available, £795.

F IAT 500 convertible 1939, £245; Ford Pilot saloon, 1950, £345.

F RAZER NASH-B.M.W. type 45 saloon, 1936, £195; Razer Nash-B.M.W. type 55/519 2-seater, 1940, £355.

H ALEY Silverstone sports 2-seater, 1950, £445; Healey 4½-litre 1948, £365.

J AGUAR XK120 with detachable hard top, 1951, £695; Jaguar XK120, 1952, £865.

J AGUAR SS100 3-litre 2-seater, 1939, £265; Jaguar SS100 1½-litre 2-seater, 1939, £265.

J AGUAR 3½-litre d/h four-seater, specimen, 1939, £315; Jaguar 2½-litre sports saloon, 1946, £345.

J OWETT Jupiter Mark III sports saloon, 1951, £550; Jowett Jupiter sports saloon, 1951, £550.

L AGONDA 4½-litre Vanden Plas tourer, 1934, £295; Lagonda 1245 sports saloon, 1937, £355.

L AGONDA V12 Sedan de Ville saloon, 1938, £345; Lagonda V12 coupe, 1938, £395.

L OTUS Mark 1000, all models, extremely fast, 1954, £495; Lotus Austin based 1951, £375.

M ORGAN plus 4, new look, tourer, 1954, £665; Morris Min-A convertible, 1952, £475.

M G.—See large selection under M.G. column, also spares and service.

N AASH Ambassador 4-door saloon, 1948, £425; Invicta 4½-litre complete history available, 1929, £265.

R ILEY.—See large selection under Riley column, also spares and service.

R OLLS-ROYCE Phantom II Continental sports saloon, 1933, £295; Rolls-Royce 20, 2-seater, £350.

S IMCA Arcade 55 1200cc saloon, immediate delivery, £264; all other models available.

S INGER S.M. roadster, immediate delivery; £725; all other models available.

S TANDARD 12 saloon, 1948, £355; Standard 8 tourer, 1947, £245.

T RUMPH 1800 roadster, 1947, £445; Triumph 14hp Dolomite roadster, 1938, £245.

V OLKSWAGEN de luxe saloon, citro-silver, immediate delivery, £690; Volkswagen standard saloon, 1953, £495.

P ERFORMANCE CARS, Great West Rd., Brentford, Middx. Ealing 8841. (C5041)

A LTA 2-litre, unblown 2-seater, 4 S.U. carb. etc., 150 a/c box, 2½S hydraulic brakes; £450 o.n.o.—Waterloo, 4, Portman Close, London, W.1. (19039)

£165—1936 Singer 9 Le Mans sports 2-seater, twin spares, very smart; £65 down.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. (C1024)

G & M ALFREDE (1956), Ltd., 1953 Jaguar XK120 hard-top, late modifications wire wheels, above average condition.—6-7, Warren St., London, E.C.2. (C1002)

C HIPSTEAD MOTORS, Ltd., specialists in high-grade sports and racing cars.—See under Alvis, Healey, Lagonda, Mercedes, Jaguar, Rolls-Royce and Daimler columns; allow us to quote for your present car.

Sports Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hamstead (Tube) N.W.3 Ham 6041. (W4018/R)

J OSEPH & BROWN require clean sports cars.—Ringers Rd., Bromley, Ravensbourne 2322. (W2073)

W ANTED, 49-50 Bentley steel saloon, condition not important, history appreciated; write.—Jones, Beppington Cottage, Lower Searles, Canterbury. (07535/R)

Sports Cars Spares and Service

T UNING, repairs, unobtainable spares made.—Auto-menders, Ltd., Ferry Rd., Barnes, S.W.13, Riverside 8291. (07535/R)

STANDARD 8

1948 Standard 8 saloon, above average; £290.—Smith & Hunter, 376, Kensington High St., W.14, Tel. Western 2312. (C4019)

STANDARD 8

S LOCOMBES, Ltd.

1954 Standard 8 saloons; we have a choice of 6 of these economical cars, low mileage and fitted with heater, knave plates, etc.; prices range from £440 to £470; unique guarantee; part exchanges, cars or motor cycles.—38-54, Dudden Hill Lane (nr. Dollis Hill Underground), Tel. Willesden 4869. (C4017)

P HILIP RICKARDS, Ltd., offer:—

1954 Standard 8 saloon, green, heater, as new; part exchange; deferred terms.—4, Brick St., Park Lane, London, W.1, Tel. Grosvenor 4772/3.

H A. SAUNDERS, Ltd., Golders Green, offer:—

1955 model Standard 8, black/red Tyan, one owner, 3,000 miles, spotless, highly recommended; £420.

A USTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11, Speedwell 0011 (10 lines). (C4004)

B ERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1954 Standard 8hp saloon black, red Tyan, heater, an extra £425.

B ERKELEY Sq., London, W.1, Grosvenor 4343. (B243)

C ARRS AUTO SALES, Ltd., Standard and Triumph distributors.

O FFER used cars of exceptional quality:—

1954 Standard 8 saloon, grey, heater, low mileage; £440.

1954 Standard 8 de luxe saloon, green, heater, showroom condition; £525.

1947 Standard 8 saloon, black, one owner; £275.

S TANDARD House, South End, Croydon, Croydon 0668 and 0669.

1954 Standard 8 saloon, heater, colour grey, small mileage; £435.

T HE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Richmond, Tel. Richmond 1854. (C2011)

1954 Standard 8 saloon, black, heater, immaculate; £425.—Campbell Symonds, Wembley 6262. (C1037)

1955 (March) Standard 8hp d.l. saloon, grey, works mileage, terms, exchange.—Worthing 6123. (B177)

1954 (August) Standard 8, heater, owner going abroad; highest cash offer.—Evenings Hampstead 1224 until 9 p.m. (B609)

P RIDE & CLARKE, Ltd.—1954 Standard 8 saloons, 2,000 to 10,000 miles, heater, choice several from £425; 3 months' guarantee; terms, exchanges; late.—Stockwell Rd., S.W.9, Brixton 6251. (C3068)

C ENTRAL GARAGE (CROYDON), Ltd.—1954 (July) Standard 8 de luxe saloon, black with red interior, fitted heater, low mileage, one owner; £495.—Croydon 7464. (C1094)

M ONTE CARLO Rally performance Standard 8, twin carb., 4-branched exhaust, h/c head, high axle ratio.—George Boyle (Sports Cars), Mollington, nr. Chester, Great Mollington 355. (C3068)

M ONTE CARLO Rally conversion, as fitted on works entered cars twin carburettor, high compression head, 4 branch exhaust manifold, etc.; used and new cars available; demonstration, see for details.

A LEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks, Tel. 345. (C1094)

1948 Standard 8 saloon, one owner, excellent order, fully guaranteed; £280/1.—A.Z. Motors, 109, Palmerton Rd., N.W.8, Mal. 4723. Open all day Saturday. (C1011)

H ILLWOOD MOTORS.—Standard 8 4-door saloon, 1954, grey, blue interior, fitted with heater, radiator, carb. etc., 45/45 miles per gallon, excellent condition; £435.—Mill Hill (London) 4232.

1947-8 Standard 8 drop head coupe, good; £235; extra 16 enquiries welcomed; terms and exchange.—Roya Automobili, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station), Euston 2700 and 8899.

1953 Standard 8 saloon, rfin green, red Tyan, one owner, extras, taxed, very clean, any inspection invited; 3 months' guarantee; £425.—Trinity Cars, Ltd., 94, North Side Wandsworth Common, S.W.18, Vandyke 1156. (C4054)

STANDARD 10

B ERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1954 Standard 10hp saloon, dual colour, black/grey, heater, very low mileage, in showroom condition; £575.

B ERKELEY Sq., London, W.1, Grosvenor 4343. (B243)

M ONTE CARLO Rally conversion. See above under Standard 8; new cars from stock.

A LEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks, Tel. 345. (C1094)

£175—1939 Standard 10 de luxe saloon, excellent condition; terms.—Autospa, 5, Balham High Rd., Balham 1508. (C1009)

1954 (Nov.) Standard 10, 2,800 miles, heater, £565.—"Greenways," Old Hall Drive, Hatch End 3033. (B290)

M ONTE CARLO Rally performance Standard 10, twin carb., high compression head, 4-branched exhaust.—George Boyle (Sports Cars), Mollington, nr. Chester, Great Mollington 355. (C3068)

545 ens.—Standard 10 late 1954 saloon, Salvador blue, heater, one owner, 1,350 miles, spare unused, practically new; terms, exchanges; list: open 9-7 week-days and Saturdays.—Ten land Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C4016)

1938 Standard 10hp 4-door saloon, overhauled engine, good appearance, new head lining, etc., guaranteed; £185, or £65 deposit, balance over 18 months; many others; exchanges; insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2, Tel. Tulse Hill 7106. (C4071)

S TANDARD Ten Cars Wanted

W ILL exchange as new 55 Anglia for Standard 10, same condition.—Box 2473. (B892)

STANDARD 12

1938 Standard Flying II de luxe saloon; £150 or £50 down.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. (C1024)

1947 Standard 12, looks and runs almost as new car; £313 guaranteed.—Kirkdale Cars, Cobes Corner, Sydenham, S.E.28, Sydenham 6129. (C2029)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 12
RAYMOND WAY.
 RAYMOND WAY, East London Branch.
1948 (August) Standard 12 drop head coupe, super clean example in black with red wheels and black hood, almost new tyres, extras include Sun Embellishers, long-range head lights, spot light, etc.; £275 or £27 deposit.
 ANY hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.
RAYMOND WAY, 775, High Rd., Seven Kings. Tel. Seven Kings 4066. [C225]

STANDARD 14
SUSSEX—Lancing Motor Works, Ltd., Lancing 3247, offer—
STANDARD 14hp 4-door saloon de luxe, 1946, dove grey with red leather, perfect mechanically with unblemished coachwork and all good tyres; £330.
SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer—
1946 Standard 14, £295; 1947 Standard 14, £310—155, High Rd., Wembley, Middlesex. Tel. Wembley 4422 and 4423. [C4015]
325 chs.—Standard 14 1947 de luxe saloon, alpine head, leather, one owner, excellent condition; terms, exchange—Rowland Smith, below.
245 chs.—Standard 14 1947 fourseater drop head coupe, leather, heater, terms, exchange; list: open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hamstead 6041.

STANDARD VANGUARD
CAR MART, Ltd.
1953 Standard Vanguard Phase I saloon, black with red vinyl upholstery; £550.—Car Mart, Ltd., 350, Euston Rd., London, N.W.1. Euston 1212. [C1039]
NEWHAMS, Ltd.
1954 Standard Vanguard saloon, 5,000 miles, leather, heater, £675.
NEWHAMS House, 235/7/9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024]
BOON & PORTER, Ltd.

1952 Vanguard, black, heater, regularly serviced, 35,000 miles, exceptional; £495.—Castelneau, S.W.13 (Hammersmith Bridge), Riv. 4444. [C1022]
KJ MOTORS, Ltd., offer—
1953 Phase II saloon, grey, heater, Rubbsealed, one owner, carefully used; £595.
1949 Whitehall grey, blue leather, heater, recently recoloured, excellent order; £395.
WIDMORE Rd., Bromley, Rav 3456. [C851]

CHARLES POLLETT, Ltd., offer—
1952 Vanguard estate car, grey, heater, one owner, speedo, reading 27,000 miles, excellent condition, guaranteed; £675; h.p. facilities.
SHOWROOMS: 18, Berkeley Sq., W.1. Mayfair 6266.
SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Warrick 5896.
WARWICK WRIGHT, Ltd., offer—

1954 Standard Vanguard saloon, black with red leather, fitted heater, 9,000 miles; £675.
1954 Standard Vanguard saloon, blue with red leather, fitted heater, 6,000 miles; £695.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]
GUY SALMON AUTOMOBILES offer—

1952 (October) Standard Vanguard estate car, 14,000 miles only, overdrive and heater, grey/blue interior, thoroughly recommended; £595.
Portsmouth Rd., Thornton Ditton, Emsworth 5551-2-3.
1954 Vanguard, heater, as new; £645.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8076. [C4016]
WORKING MOTORS (MAYBURY HILL), Ltd.

1953 Vanguard estate 14,000 miles, in new condition throughout; £715.—Working 4277-8.
HENDON CENTRAL GARAGE, Ltd., offer—

1951 Standard Vanguard saloon, £475; also
1952 Standard Vanguard saloon, all extras; £525.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054]
CARRS AUTO SALES, Ltd., Standard and Triumph distributors.
OFFER used cars of exceptional quality:—

1952 Vanguard, green, heater; £525.
1951 Vanguard estate car, leather, heater; £525.
STANDARD House, South End, Croydon. Croydon 6088 and 0266. [C1102]

1952 Standard Vanguard, black, heater, one owner; £495.—Below.
(October) Vanguard £495.—Vanderwell, 215, Haverstock Hill, N.W.3. Primrose 4441.

1949 Standard Vanguard; £375, 3 months' guarantee, terms, exchange.
JACK WILLIAMS MOTORS Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4045]

£495 11-152 Vanguard saloon de luxe, spotless condition, only one owner, choice 2—Below.
£595 11-152 series Vanguard Pukka estate vehicle, only one owner, negligible mileage, spotless throughout, 3 months' guarantee; hire purchase, exchange.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]
£465—Standard Vanguard 1951, one owner, exceptionally good mechanically, many extras.
BEN MOTORS, Ltd., Thornton Rd., Holland Park, W.11. Park 5066-7 (50 yds. Holland Park Tube). Exchanges, h.p. [C1017]

1952 Standard Vanguard, grey with red interior, 421-423, High Rd., Finchley, N.12. Finchley 6221.
HAMILTON MOTORS (LONDON), Ltd., 466-480, Edgware Rd., London, W.2. Paddington 022 (12 lines). [C2052]

1949 Vanguard saloon heater, guaranteed; £335; payments—Oldfield, 356, Kensington High St., W.14. Wes. 6631. [C3025]

STANDARD VANGUARD
 Vanguard, grey, heater, 4 months' guarantee; £535.—Campbell Symonds, Wembley 6262.
STANDARD VANGUARD Phase II saloon, overdrive, etc.; £645; other Vanguards in stock.—Autowork, Ltd., Southgate, W.16. Tel. Western 2512. [C1010]
1951 Vanguard, black, very clean and sound; £645.—Smith & Hunter, 376, Kensington High St., W.16. Tel. Western 2512. [C4019]
1954 (Jan.) Standard Vanguard, 20,000, heater, tax year, greyish fawn; £650 or close offer.—Tilbury 4110, evening Hadeley Ex. 57104. [C8028]
1949 Vanguard export model, leather upholstery, heater, excellent order; £350.—Ring Maidenhead 872. [C4048]

1951 Standard Vanguard, maroon and tan leather, radio, heater, very clean; £475, £119 deposit, balance 26 months.
McLAREN & COX, Ltd., 929, High Rd., Finchley, N.12. Tel. Hillside 9560/9563. [C3045]
1954 (December) Vanguard saloon, green, black, red vinyl, heater, nominal mileage, as new; £755.—Rice Bros., Oxted, Surrey. Oxted 55. [C8095]

1950 Vanguard saloon, £415; another with radio, heater, £495; many other cars; terms, exchange.—Traynor Motors of East Ham, Grange Road 2530. [C4052]

1952 Vanguard saloon, excellent order and con. 1 ton engine as 1954, heater, overdrive; £525; three months' guarantee.—Abot Garage, Mill Hill, N.W.11. 2144. [C287]

1954 (May) Standard Vanguard saloon, blue, leather, heater, heater, 6,000 miles only owner; £675.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Premantle 8401. [C4056]

1955 Standard Vanguard estate car, grey, red leather, heater, list price.—Motourists (London), Ltd., etc., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C3018]

1952 Vanguard saloon, grey, red leather, heater, low mileage, one owner; £485 or terms.—Tate & Hinchins, Ltd., Hales Crescent, Temple Fortune, N.W.11. Speedwell 987. [C4046]

1951 (Sept.) Vanguard saloon, comet blue with red leather, heater, radio, 22,000 miles, one owner, new accessories, 2 new tyres, good trouble-free car.—Roxwell Rd., Chelmsford, Tel. 2315. [C1516]

STANDARD Vanguard black saloon, Phase II, one owner, 22,000 miles, for sale by auction, owing to owner going abroad at Whitehouse Farm, Alton, Hants, on 21st March, 1955.—Curtis & Watson, Auctioneers, Alton, Hants. Tel. 2261/2. [C8029]

XXX 1953/4 (December, 1953), Standard Vanguard Phase II saloon, two-tone finish, grey and blue with grey leather, a really immaculate and most desirable example, written guarantee; £655; terms, exchange.—H. F. Edwards, Great Portland St., London, W.1. Tel. Langham 0012. [C2005]

1953 Standard Vanguard Phase II saloon, fitted heater, loose covers and vinyl mirrors, beautifully maintained and one owner since new, grey with red interior; £595.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8622. [C2019]

795 chs.—Standard Vanguard 1954 Phase II 4-door Estate car, Salvador blue, crimson leather, heater, Lucas carburettor, one careful owner, small mileage, exceptional; terms, exchange; list: open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Standard Vanguard Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]
ALMOST new Vanguard required immediately.—54, Strathmore Hill, N.12. Hill 2876. [W3016]

STANDARD MISCELLANEOUS
1948 Standard 4-h. coupe, grey, blue leather, heater, two owners, h.p. if required; £390.—Fulford, Briggs Cottage, Noke, Oxford. [B161]

Standard Miscellaneous Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]
PRIVATELY owned Standard 12 or 14.—5, Brae Court, Kingston Hill, Surrey. Tel. 2768. [W4018/R]
XXX H. F. Edwards, Great Portland St., London, W.1. Tel. Langham 0012. [W2005]

ANKSTER MOTOR Co., Ltd., for your Standard.—N.15. Tel. Sta. 5000.—Seven Sisters Rd., Tottenham. [0181/R]

Standard Spares and Services
STANDARD spares all models from 1934 by return of post, genuine factory replacement engines, 1933 onwards; quote commission number when ordering.
WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5436. [0475/R]
LARGE stockists of Standard spares and replacement units, John Kaye (Leeds) Ltd., New York Rd., Leeds. 2. Tel. 29439. [0301/R]

MARGATE, Kent.—Service and spares for all models. —Post enquiries to Northern Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [3999]

STANDARD spares for all models, largest provincial stockists.—Hollingshead, Automobile Co. Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R]
ANKSTER ENGINE Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; phone, write or call, orders despatched immediately.—36-43, Eden St., Kingston. Kin. 5191-8. [0286/R]

STANDARD spares all models from 1935 (replacement units from 1938), complete overhauls body repairs, recollimating.—Putlocks Ltd. (S.W. Surrey distributors), Alexandra Terrace, Guildford 5391. [0263/R]

NOTTINGHAM.—Spares and service all models, pre-war ensures for sale or exchange.—P. Mitchell (N.), Ltd., Derby Rd., Nottingham. Standard and Triumph distributors. [7852]

HALLS (FINCHLEY), Ltd. have a comprehensive range of Standard spares for delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finlay 5308/9. [0002/R]

STUDEBAKER
1954 Studebaker Firina type body, 3,000 miles, 1 new set—Jas. J. Jones, Ltd., 81/95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028]

STUDEBAKER
£525 11—Magnificent 2-colour Studebaker Champion 22hp 4-door de luxe saloon, this vehicle is magnificent, looks a million dollars, looks beautifully modern being 1947/8 series; 3 months' guarantee, hire purchase, exchange.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

Studebaker Cars Wanted
SIMPSON MOTORS (WEMBLEY), Ltd., the Studebaker buyers. Wembley 5691/5935. [W4015/R]

SUNBEAM
WM
ONLY Welbeck Motors, Ltd., can offer you a choice of two Sunbeam drop head coupes.
1955 Sunbeam drop head coupe, in black, 500 miles only, one could almost say a brand new car; £1,150; an opportunity to save £50.
1955 latest type, heater, twin spotlights, 5,000 miles, identical to brand new; £1,135; over £100 under list price.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139.

SUNBEAM ALPINE
R. F. FUGGLE, Ltd., offer—
1954 Sunbeam Alpine specially finished in black, supplied by us new to the one owner, 8,000 miles, complete with additional accessories; £320.—R. F. Fuggle, Ltd., Bushy, Heath, Herts. [C2017]

SUNBEAM-TALBOT
W
M
FOR a choice of two 1955 Sunbeam drop heads see Welbeck Motors' advertisement under "Sunbeam."

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042]
1951 Sunbeam-Talbot 90 sports saloon, bronze with red leather upholstery, heater, radio, seat covers, excellent condition; £690.
W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042]

CAR MART, Ltd.
1952 Sunbeam-Talbot 90 saloon, sliding head, heater, bronze with red upholstery; £645.—Car Mart, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039]

BYRCE MOTORS offer—
1952 Sunbeam-Talbot Mk. II saloon, one owner, 3 months' guarantee; £625.
BYRCE MOTORS, Rodeo Group Main Agents, Stratford-on-Avon, Tel. 2700. [8078]

OTOMOBILIA, Ltd., offer—
1950 (Sept.) Sunbeam-Talbot 90 4-door de luxe sunshine saloon, satin bronze, red leather, radio, heater, low mileage, exceptional condition; £545.—Automobilia, Ltd., Pipbrook Garage, Ltd., Watling 4304. [C1069]

TOM GARNER, Ltd., offer—
1954 Sunbeam-Talbot 90 Mk. IIA sln., Alpine mist, 300 mla. only; £1,045.
TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Tel. 2285-2-3. [C2020]

WARWICK WRIGHT, Ltd., offer—
1953 (November) Sunbeam-Talbot 90 Mark IIA saloon, stone with red leather, fitted heater, 10,000 miles; £595.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Tel. St. James 9761. [C4046]

GUY SALMON AUTOMOBILES offer—
1953 (August) Sunbeam-Talbot Alpine sports 2-seater, ivory/red leather, 15,000 miles only from new, one owner, immaculate; £795.—Forsyth Motors, 5551-2-3, Dilton, Emsworth 5551-2-3. [C4001]

HOLLAND PARK AUTOMOBILES offer—
1953 (September) Sunbeam-Talbot 90 saloon, grey, grey leather, 16,000 miles, heater, radio, one titled owner, immaculate; £565.—142, Holland Park Ave., W.11. Park 2626. [C2085]

RICHARDS & CARR, Ltd., are always best value.
1954 (May) Mark IIA convertible, black, heater, screen sprays, one owner; £295.
1954 Mark IIA saloon, heater, screen sprays, etc., one owner; £395.
35, Kinnerton St., London, S.W.1. Tel. Sloane 5424. [C3045]

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer—
1952 1940 Sunbeam-Talbot, £275—355, High Rd., Wembley, Middlesex. Tel. Wembley 4422 and 4423.

1951 convertible, heater and host of extras, superb car, gummiel/grey; £565.
A NOTHER as above, brown with red; £565.
ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer—
1949 Sunbeam-Talbot convertible, 36,000 miles only, radio, heater, etc.; £525.
MARLBOROUGH WORKS, Kenton. Tel. Wordsworth 7805 (5 lines). [C4045]

1951 (March) Sunbeam-Talbot 90 saloon, blue, grey leather, heater, loose covers; £595.
CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4777. [C1046]

1948 2-litre black Sunbeam-Talbot, first-class condition, 2 owners, regularly serviced, heater; 48,000 or offer.—Box 2450. [B871]
1952 90 blue saloon, 36,000 miles, carefully maintained, tailored for diplomat leaving England; reasonable.—Tel. Primrose 3261. [7662]

1952 Sunbeam-Talbot saloon, one owner, grey, heater, radio; £675.—Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Premantle 3335.

1954 Sunbeam-Talbot 90 Mark IIA, black, red upholstery, 3,400 miles, radio, heater and tartan covers, taxed Dec. 5 1955.—David Morrison & Sons, West End Garage, Falkirk 150. [B036]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1950 Sunbeam-Talbot 90 drop head coupe four-seater, heater, one owner, gunmetal grey; 5555; written on papers; terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-35-54 any time.

1951 Mk. II Sunbeam-Talbot 90 saloon, two owners, nice condition; 5585.—Stearns & Co. (Car Sales), Ltd., 254, Brompton Rd., S.W.3. Ken. 0031. [1812]

1954 Sunbeam-Talbot 90 saloon, 7,000 miles, 4 months guarantee.—Green & Zonis, Ltd., 230-252, Deansgate, Manchester, 3. Tel. Deansgate 3305-6. [C2022]

1954 Sunbeam-Talbot Mark III saloon, 13,000 miles, heater, condition as new; 4350.—Nicholson Motors, Ltd., Dorchester Rd., Weymouth, Te. Weymouth 90. [8132]

HILLWOOD MOTORS.—Sunbeam-Talbot 90 1951 saloon, bronze, red leather fitted with H.M.V. radio, heater, chrome wheel rims, one owner only, in tip-top condition; 5615.—Mill Hill (London) 4232.

1939 Sunbeam-Talbot 90 3-litre saloon, first-class mechanical condition, excellent coachwork and interior; 5225.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692.

1952 (May) Sunbeam-Talbot saloon, black, red leather, radio, heater, foglight, good tyres, a fine example of a one-owner car, taxed; 5675.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhed, Tel. Maidenhed 3431-2. [C3011]

GEORGE HARTWELL, Ltd., the Sunbeam-Talbot specialists, 115, Tottenham 115 for this year's selection of used Sunbeam-Talbots and other Rootes Group cars.—35/41, Holdenbury Rd., Bournemouth. Tel. Bournemouth 4161. [C2079]

1950 Sunbeam-Talbot 90 drop head coupe, one owner, careful owner, recently rebored and overhauled, new hood, excellent tyres, seat covers; 5555.—Taylor & Graham, Ltd., Hyde Park Corner, 33, Grosvenor Crescent, W.1. S. 5213. [C4036]

1951 Sunbeam-Talbot 90 1953 Mk. IIIA sports saloon, satin bronze, sliding head, red leather, heater, screen washers, Lucas headlights, Rimmelshams, good tyres, spare unused, exceptional condition; terms, exchanges.—Rowland Smith, below.

4655.—Sunbeam-Talbot 90 1940 sports saloon, sliding head, leather, radio, heater, loose covers, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays, famous car ready to race; 5285; terms, exchanges; trade enquiries.—Hamstead (Hamstead Tube), Hamstead 6041. [C2040]

Sunbeam-Talbot Cars Wanted

R. ROOTES, DISTRIBUTORS, REQUIRE modern low-mileage Sunbeam-Talbot cars. BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333).

CANTERBURY.—(Canterbury 3232).

ROCHESTER.—(Chatham 2231).

WROTHAM Heath.—(Borough Green 4).

R. ROOTES, Ltd., Devonshire House, Piccadilly W.1. Tel. Grosvenor 3401. [0111/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hamstead (Tube), N.W.3 Ham 6041. [W4018/R]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

SUNBEAM-TALBOT cars for cash.—140-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

R. J. CHARDIS & CAR, Ltd. buy Sunbeam-Talbot 35 Kinnerton St. S.W.1. Sloane 5424. [W3045]

ALMOST new Sunbeam-Talbot required immediately. 54, Streatham 2. Tulse Hill 2676. [W3016]

CRIPPS, at Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. [0463/R]

SWALLOW DORETTI

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1955 Swallow Doretti 2-seater sports; list £1,101/17/6.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]

TALBOT

£129.—Talbot model 65, 4-seater drop head, in immaculate condition, any trial.—G.P. (Batham) Ltd., 2c, Batham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 1107-8-9. [C2024]

1655.—Talbot 1938 3-litre sports saloon, sliding head, leather, l.i.s. very good condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C2040]

TALBOT model 110, ex-Mike Couper Brooklands record holder, speeds over 115mph, racing 2-seater body, absolutely perfect throughout, famous car ready to race; 5285; terms, exchanges.—Birds Garage, Parkfield Rd., Wolverhampton, Bilston 4183. [8264]

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hamstead (Tube), N.W.3 Ham 6041. [W4018/R]

Talbot Spares and Service

LARGE stocks of second-hand Talbot spares, 1929-36, included ambulance.—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Clipp Hill 6132.

JOHN BLAND for pre-war Talbot spares and repairs; many spares manufactured, including water pumps, water manifolds, oil filters, etc., exchange service; splined wheel hubs.—27, Southfields Rd., S.W.15. Vandyke 1612. [0896/R]

TRIUMPH

ELM AUTOSALES offer:—

1950 (late) Triumph Renown saloon, dark maroon, beige hide interior; this car is virtually unmarked throughout, and is fitted with a heater, mechanically excellent, one owner from new; 5515.—Elm Autosales, 68, Hatfield Rd., Wimbeldon, S.W.19. [0877/wood 1615. [C2067]

TRIUMPH

RAYMOND WAY, East London Branch.

1951 Mayflower in beautiful two-tone finish in black and Californian red, with red leather, many extras including rim embellishers, wing mirrors, long-range headlights, overriders, spotlight, etc., low mileage, better than new; 459 guineas or £123 deposit.

EASY hire purchase on the spot with no references. No formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

RAYMOND WAY, 773, High Rd., Seven Kings, Tel. Seven Kings 4066. [8221]

CAR MART, Ltd.

1953 Triumph Mayflower saloon, heater, blue with blue upholstery; 5550.—Car Mart, Ltd., 163, Bromley Rd., Catford, S.E.6. Hither Green 1001.

GALFHOUSE offer:—

1951 Triumph Renown, black, heater, first-class condition; 5565.—Galfhouse Motors, Ltd., Highbury Village, London, N.6. Tel. Mountview 4444.

B. J. HUNTER, Ltd., offer:—

1950 Triumph 2000 saloon, fitted radio, heater, unmarked; 5525.

1949 Triumph 2000 saloon, fitted radio, rad. blind, etc.; 5495.

1949 Triumph 2000 coupe, very clean, new hood etc.; 5495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

BRADSTOCK MOTORS, Ltd., offer:—

1949 Triumph 2000 Roadster, black, fitted heater, low mileage, in exceptional condition; 5455.—Chasey Rd., Epsom 3697-7. [C3045]

HOLLAND PARK AUTOMOBILES, offer:—

1954 Triumph TR2, 14,000 miles, ivory and black, geranium upholstery and hood, heater, very clean condition; 5765.—142, Holland Park Ave., W.11. Park 2636. [C2065]

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 Triumph Mayflower saloon, low mileage, fitted heater, perfect condition throughout; 5525.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 3084-5. [C2034]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1952 Triumph Mayflower 10hp saloon, 14-litre, black/red, lude, one owner, unblemished, highly recommended; 5480.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines) [C4004]

RICHARDS & CARR, Ltd., are always best value.

1952 (May) Mayflower, radio, blue, superb throughout, highly recommended; 5475.

1948 Roadster 1930, recon, engine 10,000 miles, two owners, first-class condition; 5435.

35 Kinnerton St., London, S.W.1. Tel. Sloane 5424. [C3045]

DAGENHAM MOTORS, Ltd., offer the following car:

1953 Triumph Mayflower, grey, hide, heater, 17,000 miles; 5525.—36, Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3548, and 6, 8 & 12, Sangle Rd., Catford, S.E.6. Hither Green 4521. [C1066]

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

TR2, first registered Dec. 23, 1953, British Racing Green, overdrive, tonneau cover, has not been raced or used in competitions, in excellent condition; 5750.

BERKELEY Sq., London W.1. Grosvenor 4343. [8245]

CARRS AUTO SALES, Ltd., Standard and Triumph distributors, offer:—

OFFER used cars of exceptional quality:—

1952 Mayflower, grey, very well kept; 5495.

1952 Mayflower, grey, heater, excellent condition; 5525.

STANDARD House, South End, Croydon, Tel. Croydon 1088 and 0266. [C1102]

TRIUMPH Renown saloon (February, 1952), grey; 5450.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404). [C4022]

TR2, Sept. '54, 6,000 miles, perfect, many extras; 5775.—Bedford 2251. [8295]

1952 Mayflower, grey, 26,000 miles, one owner; 5475 o.n.o.—Blissmore 2224. 1952, one owner, leather upholstery, heater. [8344]

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 9 a.m. to 6 p.m. [C2006]

£398.—Triumph 1900 1947 razor edge saloon, choice 2 many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.1. Park 5066/7 (50 yds Holland Park Tube); exchanges, h.p. [C1017]

1951 Triumph Renown saloon, black, fitted heater, first class condition; 5525.—Hale Motors, Ltd. Tel. 7771-4. [C2077]

1952 Triumph Mayflower saloon, blue, 23,000 miles, one owner, in exceptional condition; 5515.—L. F. Dove, Ltd., 115, Addiscombe Rd., East Croydon. Addiscombe 3066. [C1076]

1954 (October) Triumph Renown saloon, radio, only 1,000 m., only 4 months' guaranteed.—Green & Zonis Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2022]

1951 Triumph Renown, black, fitted heater, one owner, excellent condition throughout; 5495.—R. S. Currie & Co. Ltd., 105, Westbourne Grove, W.2. Bayswater 5466. [C1077]

CASSET MOTOR MART, 1952 (June) Triumph Mayflower saloon, r. & b. loose covers, genuine 17,000 miles, one owner; 5525; written guarantee.—5, Warren St., W.1. Euston 5231. [C1060]

L. F. DOVE offer very low-mileage TR2, demonstration, for now available, excellent opportunity to save 550; write for full details.—69, Broadway, Wimbeldon, S.W.19. Liberty 5466. [C1076]

1951 Triumph Renown 2,000cc saloon, heater, etc.; 5495; exchanges; terms.—Palmera, 5, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3054]

TRIUMPH

1951 Triumph Renown, maroon, 31,000 miles, good condition; 5545.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

1951 Triumph Mayflower, excellent condition, one owner, taxed; 5435.—Bruce France, 3a Cromwell Mews, South Ken Fla. 0513. [C2014]

1949 Triumph Roadster, bronze with red interior, reconditioned engine, one owner, fitted radio, excellent condition; 5450.—Weybridge Automobiles Ltd., Queens Rd., Weybridge Tel. Weybridge 233. [8346]

£499.—1952 (May) Triumph Mayflower, comet one owner, heater, loose covers, wing mirrors, one careful owner, a specimen low-mileage car.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhed. Tel. Maidenhed 3431-2. [C3011]

1951 (Dec.) Triumph Mayflower, black, beige leather, loose covers, heater, one owner, engine overhauled, coachwork perfect, complete history; 5450.—C. W. J. Coles, Ltd., Blunt Rd., South Croydon, Croydon 0075. [8357]

4655.—Triumph Renown, October, 1950, razor-edge saloon, leather, radio, heater, good tyres, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C2016]

1949 Triumph 2000 Roadster, smart, good; 5450; also 1951 Renown saloon, 5525. Trade Enquiries welcomed; terms and exchanges.—Roya Automobiles Ltd., 127, Parkway, N.W.1. near Tottenham (Camden Town Station). Euston 2700 and 8894. [C3059]

1951 model Triumph Renown, with beige heater; 5565; this car is almost as new; 3 months' guarantee; terms or exchanges; trade enquiries.—Broadway Motors 67, High St. Hounslow, Middx. Hounslow 0175. [8398]

1952 (Dec.) Triumph razor-edge 4-door, 6-light saloon, 7,600 miles only, finished grey with grey leather; this car is unmarked throughout, in excellent condition, spare wheel unused, fitted many extras including H.M.V. radio, fitted heater, screen washers; this car must be seen and tried to appreciate a really magnificent Triumph saloon; 5715.—Tel. Nottingham 39595. Box 2354. [8054]

Triumph Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hamstead (Tube), N.W.3 Ham. 6041. [W4018/R]

B. J. HUNTER, Ltd.

FOR your immediate purchase of your Triumph TR2.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040]

ALMOST new Triumph required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

XXX.—F. Edwards, for immediate cash, for good Triumph.—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

MARSTON MOTOR CO., Ltd., for your Triumph, Tel. Sta 8000—Seven Sisters Rd. Tottenham, N.15. [0182/R]

WANTED, Triumph Roadster, 1947/48, must be positively faultless throughout, A.A.-R.A.C. inspection, full details.—Finch, 106, Whites Rd., Bitterne, Southampton. [8042]

Triumph Spares and Service

TRIUMPH distributors, or spares and service and repairs.

TEL. Lankaster Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-8. [0918/R]

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7733. [0143/R]

LARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds 7. 2943-9. [0502/R]

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollinshead Automob. Co., Ltd., Stockport (Tel. 4464), and rince's Drive, Colwyn Bay (Tel. 3222). [0355/R]

UTILITY CARS

UTILITY VEHICLE CENTRE offer:—

A LARGE selection of post- and pre-war Utilitycars, estate cars, station wagons, etc., always in stock; enquiries invited.

100 Great Portland St., London, W.1. Langham 6044-5 (Private Branch Exchange). [C4072]

PEDIGREE CARS offer:—

1953 Vanguard estate 4-door, blue, heater, very nice condition; 5660; terms, exchanges.—340-2, Euston Rd., N.W.1. Euston 7889. [8361]

ROWLAND SMITH'S for utility cars.

7955.—Standard Vanguard, 1954, Phase II 4-door estate car, Salvoor, blue, crimson leather, heater, one careful owner, small mileage, exceptional.—Below.

5255.—Standard Vanguard 1950, 4-door estate car, gunmetal grey, grey leather, heater, very carefully used.—Below.

2955.—Land-Rover, 1950, Perspex side screens, excellent condition.—Below.

2755.—Ford 8 November 1948, Martin Walter Utilitycar, black, fold-flush rear seating, exceptional.—Below.

2655.—Jowett Bradford November 1950, utility, removable rear seating, carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith Hamstead (Hamstead Tube), Hamstead 6041. [C2016]

BEDFORD Dormobile, new.—Valentine 4674, 9 till 7 p.m. [C2018]

1951 Standard Vanguard estate car, excellent condition throughout; 5450.—Below.

1949 Standard Vanguard estate car, 4-door, very good condition throughout, fitted radio; 5425.—Hale Motors, Ltd. Tel. 7771-4. [C2077]

1948 Bedford Utilitycar, sound; 5235.—Coverley, Shepherds Ley, Lamb Lane, Redbourne, Herts. [8279]

UTILITY CARS

FERRARIS OF CRICKLEWOOD, Ltd., 200-220,
Cricklewood Bdy., London, N.W.2. Gladstone 2234.
Open week-days 8 a.m. to 6 p.m. [W2008]

954 Velox, black, radio, heater, screen washer.
9,000 miles. Vauxhall serviced: £695.—Tel.
ave-Wood, New Cross 0224. [8140]

195. — 1800. Vagabond 23 de l'est. Habitat. Chac.
brown hide, immaculate; £65 down.—Bray
Motors, 180-184, West End Lane, N.W.6. Hampstead
490. (C1024

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

VAUXHALL CRESTA
Vauxhall Cresta; 1910.—Box 2353.
1955 Vauxhall Cresta, delivery mileage; part ex-
changes, etc.—Autowork, Ltd., Southgate St.,
Winchester. Tel. 4965. [C1010]
1954 (Oct.) Vauxhall Cresta saloon, 1,900 miles
only cream/blue, as new; £245.—Hale
Motors, Ltd., Tot. 7771-4. [C2077]
1955 series Vauxhall Cresta, finished blue and
cream, just nicely run in, fitted radio, spot
lamps, for lamp, etc., and as new; £325, trade and
part exchange enquiries invited.—G. P. Morley, Ltd.,
54, Streatham Hill, S.W.2. Tel. Hill 4488. [C3016]

VAUXHALL MISCELLANEOUS

S SHAW & KILBURN, Ltd., for Vauxhalls.
I It is important that the car you purchase is in excel-
lent condition throughout.
S ELECTION of such modern Vauxhalls at
4-6, Berkeley Sq., W.1. Grosvenor 4328.
HAMILTON MOTORS (LONDON), Ltd., 466/490,
Edgware Rd., London, W.2. Paddington 0022 (12
lines). Vauxhall main dealers.
1953 Velox, green, green interior, seat covers,
heater, spotlight, 15,000 miles only; £675;
choice of 2, one with radio and heater.
A ALWAYS a good selection of used Vauxhalls in stock;
H.M.L. will purchase for cash all Vauxhalls cars,
including latest models. [C2032]
V AUXHALL and other makes of used cars in good
condition, at us know of your requirements. Tel.
Uxbridge 6432-5.—Gregory's, of Uxbridge. [C0039/R]
GRAHAM BROTHERS (MOTORS), Ltd., main Vaux-
hall dealers, 7-15, Peter St., Manchester, 2, for
"quality-tested" used cars; depots at Ashton (Ashdon
1817), Didsbury (Didsbury 3446), Manchester (Black-
friars 9857), Stretford (Trafford 3311), Wilmslow
(Wilmslow 4937). [C2033/R]

Vauxhall Miscellaneous Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Vauxhall.—Hampstead (Tube), W.3.
Ham. 6041. [W4018/R]
S SHAW & KILBURN, Vauxhall main dealers.
WILL purchase modern Vauxhall cars.
4-6, Berkeley Sq., W.1. Grosvenor 4328. [C0018/R]
GN. Ltd. (Vauxhall Main Dealers).
HAVE you a post-war Vauxhall for sale? Contact
G.N. Ltd., 278, Balham High Rd., S.W.15. Tel.
Balham 1035. [C0201/R]
PRIVATELY owned Vauxhall 10 or 12-5, Brue
Court, Kingston Hill, Surrey, Tel. Hill 2768.
V AUXHALL cars, post-war models, urgently required.
—Golly's Garage, Ltd., Earls Court Rd., S.W.5.
Fremantle 6373. [C0479/R]
XX H. F. Edwards offer immediate cash for
good Vauxhall—20-30, Upper High St.,
Epsom, Surrey. Tel. Epsom 9400. [W2001]
URGENTLY required, post- and pre-war Vauxhalls.
Cash immediate.—Hamilton Motors (Ldn.), Ltd.,
Vauxhall main dealers, 466-490, Edgware Rd., London,
W.2. Call, write or tel. Paddington 0022. [W2032/R]

Vauxhall Spares and Service

CAC.
CROYDON AUTOMOBILE COMPANY, Ltd.
V AUXHALL-BEDFORD rebuilt assemblies, exchanged
at manufacturers' repair rates complete rebuilt
Vauxhall-Bedford electrical components, dynamos,
starters distributors, etc., exchanged up to 50% man-
ufacturers' list price, radiator/exchange service and all
other repairs to your Vauxhall or Bedford at
BEDFORD, 750-388, Croydon Rd., Croydon.
BEL Thorntons Best 3275 (14 "new"). [C0205/R]

VETERAN CARS

WELHAMS, Surbiton Hill Rd., Surbiton, Elmbridge
1873, buy and sell pre-1915 cars, all types. [C4070]
1929 Riley Monaco, genuine 27,000 miles, excep-
tional condition.—Rushdon, Riley Green,
Houghton, Nr. Preston, Lancs. [B159]
CASS'S MOTOR MART.—1924 Bentley 3-litre Wey-
man saloon, just renovated at cost of £150. One
owner last 15 years. S. Warren St., W.1. Euston
4110. [C1040]

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey
THE Volkswagen Centre
THE original U.K. specialists and leading distributors
insist on our genuine spares and specialised ser-
vice, coachbuilding, cellulose and new, used and re-
conditioned cars available.—Tel. Ripley 2561 [C0375/R]
1954-5 low mileage de luxe saloons in stock.—
Ripley and Volkswagen specialists, East
St. Farnham, Surrey. Tel. day or night 5494.
PERFORMANCE CARS, official Volkswagen agents.—
New and used models in stock.—Great West Rd.
Brentford, Middlesex. Faling 8841. [C5041]
V&F MONACO MOTORS, the only Volkswagen
specialists in London, offer you their
unique experience obtained in five years of servicing
and repair of more than 1,500 Volkswagens; we con-
centrate exclusively on the Volkswagens and handle no
other type of car.
V&F MONACO MOTORS.—1954 de luxe saloon
9,000 miles, 1.192cc. bronze, extras; £620.
V&F MONACO MOTORS.—1954 standard saloon,
1.192cc. 10,000 miles; £535.
V&F MONACO MOTORS.—1947 standard
saloon, choice of two, including one re-con-
ditioned throughout.
V&F MONACO MOTORS.—Official Volkswagen
Agents, 6, Astwood Mews, Courtfield Rd.,
S.W.7 (near Gloucester Road Station), Frenantle
4414. [C0422/R]

Volkswagen Cars Wanted
RICHARDS & CARR, Ltd., buy Volkswagen.—35,
Kinnerton St., S.W.1. Stone 5484. [W3049]
MAYFAIR GARAGES, Ltd.—Top cash prices for
Volkswagen.—Balderton St., W.1. Mayfair 3104.
BRADSTOCK MOTORS, Ltd., Volkswagen agents.
Require good used Volkswagens urgently.—Chase
Rd., Epsom 5395/7.
V&F MONACO MOTORS.—The Volkswagen
buyers, 6, Astwood Mews, Courtfield Rd.,
S.W.7 (near Gloucester Road Station), Frenantle
4414. [C0300/R]

Volkswagen Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey.
GENUINE Volkswagen spares: 24-hour postal service;
technical service available.—Tel. Ripley 2561.
[C0995/R]
PRIDE & CLARKE, Ltd.—"By return" Volkswagen
spares service.—Stockwell Rd., S.W.9. [C2040]
REPAIRS, parts; set loose covers, from £5. Cars
bought, sold.—Tarrant & Fraser, 10, Winchester
Mews, N.W.3. Primrose 2647.
MONS MOTORS, Ltd., at their Davies Street (May-
fair 2361) and Dorset House (Weilbeck 7930)
branches have factory trained mechanics and offer
full service with repairs and parts facilities. [C0537/R]
V&F MONACO MOTORS.—Volkswagen spares
service repairs, reconditioned engines from
£47/10 fitted in 24hrs in part exchange; insurance re-
pairs conversions to H.H.D.; all Volkswagen acces-
sories stocked.
V&F MONACO MOTORS.—The Volkswagen
specialists.—6, Astwood Mews, Courtfield
Rd., S.W.7 (near Gloucester Road Station), Frenantle
4414. [C0295/R]

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distri-
butors.
1953 Wolseley 4/44 saloon, black, brown upholstery,
14,500 miles, excellently maintained. [C0406]
EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1
(Mayfair 5951), and 12, Chelsea Manor St., S.W.3
(Fitzham 8181). [C0406]
SLOOMBEES, Ltd.

1946 Wolseley 10 saloon, black, brown leather
upholstery, a well-maintained car in fine
order throughout; £365; unique guarantee; part ex-
changes, cars or motor cycles.—38-52, Dudden Hill
Lane (nr. Dollis Hill Underground). Tel. Willesden
6322. [C4017]
BOON & PORTER, Ltd.

1953 4/44, black, heater, well maintained and in
excellent condition throughout, 15,000 miles;
£695.
CASTELNAU, S.W.13 (Hammersmith Bridge), Riv
6654. [C1022]
PEDIORRE CARS offer:—

1954 (April) Wolseley 6/30, 6,000 miles, heater,
absolutely as new; £695; terms, exchanges.—
340-2, Euston Rd., N.W.1. Euston 7689. [B360]
TOM GARNER, Ltd., offer:—

1953 Wolseley Four/fifty sal., grey, htr., 16,000
mils.; £695.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2,
Blackfriars 9265-6-7. [C2020]
HBEART & Co., Ltd., offer:—

1953 Wolseley 4/44 saloon, one owner, low mileage;
£795.
1952 Wolseley 6/30, radio, heater, one owner; £585.
1949 Wolseley 6/30 saloon, one owner; £595.—102,
London Rd., Kingston-on-Thames. Kingston
5348. [C1061]

WARWICK WRIGHT, Ltd., offer:—
1954 Wolseley 4/44 saloon, grey with grey leather,
fitted heater, 14,000 miles; £795; another in
dark green, similar mileage.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.
(Mayfair 9761). [C0475/R]

1952 Wolseley 4/50, radio and heater, immaculate;
£595.
SOTT CARS, 347, Finchley Rd., London, N.W.3.
Tel. Hampstead 7779/8078. [C4016]
A95 11-1951 Wolseley 6/30 de luxe saloon, small
mileage, impeccable condition, choice 2.—
Below.

£395 11-1948 Wolseley 12 de luxe saloon, black
with Bedford cord upholstery, beautiful and
spotless motor car.—Below.
£295 11-1940 Wolseley 10 de luxe saloon, excellent
and carefully used, very rare, unusual bar-
gain.—Below.

£175 11-1937 Wolseley 14 de luxe saloon, body-
work excellent, mechanically 100%; 3 months'
guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms,
421-423, High Rd., Finchley, N.12. Finchley 6221,
(East Finchley Underground). [C2052]

1950 Wolseley 6/30, in new condition, unrepai-
rable, £465.—Jack Pomer (Autos), 395, Hen-
don Way, N.W.5. Hendon 1423-4. [C3063]
BEARTS OF KINGSTON, Wolseley distributors.—
Sales, spares and repairs.—102, London Rd., Kin-
gston, Tel. 5348. [C0685/R]

1955 (Series) Wolseley 4/44 saloon, black, 900
miles, £815.—Robbins, East Putney. Tel.
7881. [C3010]
395s.—Wolseley 6/30, September, 1949 saloon,
leather, heater, one owner, excellent condition;
terms, exchanges.—Rowland Smith, below.

365s.—Wolseley 4/50, 1949 saloon, maroon, brown
leather, heater; terms, exchanges.—Rowland
Smith, below.
245s.—Wolseley 14/30, 1939 de luxe saloon,
sliding head, leather, good tyres, excellent con-
dition; terms, exchanges; list open 9-7 week-days
and Saturdays.—Rowland Smith, Hampstead (Hampstead
Tube) Hampstead 6018. [C0218]
HILLWOOD MOTORS.—Wolseley 14 saloon, 1937
model, black, green leather; condition and appear-
ance comparable with a post-war car, excellent tyres,
good battery; wonderful value at £195.—Mill Hill
(London) 4232. [B517]

WOLSELEY
£269—1939/40 Wolseley 14, immaculate car, also
works reconditioned engine.—G.P. (Balham),
Ltd., 2c, Balham Hill, S.W.15 (110 yards Clapham
South Tube), Batt. 1107-8-9. [C2024]
CASS'S MOTOR MART.—1952 Wolseley 6/30 saloon,
grey, heater, outstanding condition, one owner;
£595 written guarantee 5 Warren St., W.1. Euston
3545. [C1049]
1953 6/30 saloon, one owner, mist blue, heater,
washers, as new; £595.—Speedsters, Ltd.,
Cross Oak Lane, Salfords, Nr. Redhill, Surrey
(Surrey) 625. [C4028]
1953 Wolseley 4/44 saloon in black, brown leather
upholstery, low mileage, carefully maintained;
£695.—R. S. Currie & Co., Ltd., 105, Westbourne
Grove, W.2. Bayswater 0885. [C1063]
ARCHIE SIMONS & Co., Ltd.—1951 Wolseley 6/30
saloon, black/brown hide, fitted heater, 34,000
miles, only one owner, immaculate throughout; £495
—94, St. Portland St., W.1. Lan. 1343. [C4013]
WOLSELEY 16/35 saloon de luxe, 1937 replacement
engine, Fram twin carburetors, good tyres,
passlight, foglight, twin horns, demister, heater, looks
5 years old, perfect; nearest £250.—Barnard, Pal. 7067.
Wolseley 4/44 Cars Wanted [W4018/R]
ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Wolseley 4-50.—Hampstead (Tube),
N.W.3. Ham. 6041. [W4018/R]

Wolseley Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Wolseley.—Hampstead (Tube), N.W.3.
Ham. 6041. [W4018/R]
PRIVATELY owned Wolseley—5, Brue Court, Win-
ston Hill, Surrey, Tel. Hill 2768. [W2037]
XX H. F. Edwards offer immediate cash for
good Wolseley—800, Great Portland St.,
London, W.1. Tel. Langham 0012. [W2023]
THE CAR MART, Ltd., London, wish to purchase
Wolseley cars.—Welsh Harp, Edgware Rd., N.W.9.
Hendon 5505. [C0721/R]

Wolseley Spares and Service
WOLSELEY & SON.
WE specialise in spares and repairs of all models of
Wolseley cars.
WOLSELEY & SON, Mill Garage, Chigwell Rd.,
South Woodford, E.18. Wanstead 7783/4. [C0485]
WOLSELEY spares and repairs.—Hampstead (Tube),
Ld. 42-24, High St. Market 3240. [C0707/R]
BARKERS MOTORS (LONDON), Ltd., Tel. Balham
4656, for Wolseley spares and service.—209,
Balham High Rd., S.W.15. [C0525]
EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3
(Fitzham 8181), for Wolseley service; complete
overhauls, coachwork and reconditioned engines.
[C0777/R]

R. HARDY & SON, 55, Marylebone High St., W.1.
Experienced for nearly a century; complete over-
hauls and coachwork our speciality; exchange engine
units, spares; cash and credit. [C0317/R]

MISCELLANEOUS CARS
RAYMOND WAY.
RAYMOND WAY, the hire purchase specialists.
HERE are 5 cast-iron reasons why everybody's going
KILBURN WAY:—
1. 200 used cars under £400 always available.
2. We can quote the most competitive prices obtain-
able because of our huge turnover.
3. Unequalled hire purchase terms.
4. Satisfactory exchange prices on your car, 2-
wheeler or motor cycle.
5. Every machine is plainly marked with price, re-
pair and model.—Raymond Way, Canterbury Rd., Kil-
burn, N.W.6. Malden Vale 5044 connecting all branches
and departments (Kilburn Park Station, Bakerloo
Ld. 153 yards). [C0525]
ROBBISS, 98, Upper Richmond Rd., Putney, always
sell good cars; send for list, established 24 years.
[C0525]
MAKIN & HARRISON OF CHISWICK.—Good selec-
tion popular cars; exchange your present car,
motor cycle or combination h.p. terms to suit your
pocket!—Write, phone or call and suggest your own
requirements. 492-6 High Rd., W.4. Chiswick 0556.
Open week-days until 7 p.m. [C3071]

Miscellaneous Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices.—Hampstead (Tube), N.W.3. Ham. 6041.
[W4018/R]
If you wish to sell your car for cash, write, phone or
call.
GOOD NEWMAN & Co., 569, Euston Rd., London,
N.W.1. Euston 4466. [W2023/R]
GOOD medium hp saloon wanted, immediate cash.—
Orangewood 2530. [C4082]
CASH for cars.—Smith's 88, Chalk Farm Rd., N.W.1.
Gus. 2767. [C0824/R]
MAKIN & HARRISON OF CHISWICK.—London's
top price buyers of good popular cars; H.P.
a/c settled; exchanges.—492-6 High Rd., W.4.
Chiswick 0556 and 2619. Open week-days until 7 p.m.
(Thursday 1 p.m.). [W2071]

AMBULANCES
AUSTIN, Albion, Bedford, Morris, Ford, Chevrolet,
Rolls-Royce, pre-war and post-war ambulances,
large selection.—Lawton-Goodman, 135, Cricklewood
Broadway, N.W.2. Glandstone 2226. [W2022]
MOBILE CANTENS, KITCHENS, ETC.
MOBILE shops, cantens, kiosks, vehicles and
trailers, new and used, large selection; hire pur-
chase and exchanges.—Lawton-Goodman, 135, Crickle-
wood Broadway, N.W.2. Glandstone 2226. [W2022]
MOTOR HEARSES
HEARSES, hearse, hearse—Alpe & Saunders
(Coachbuilders), Ltd., Station Approach, New
Garden, Richmond 1161.
GUTHRIE, Hummel, Rolls, new and secondhand.
A brochures available. [B001]

This section closes for press at 12 noon on Fridays

COMMERCIAL VEHICLES

ELITE MOTORS offer:-

1946 (October) Morris 10cwt van, one owner, recorded mileage 21,000, believed to be genuine, outstanding original condition, unwritten; £225.

ELITE MOTORS, 951-951, Garratt Lane, Tooting Broadway, Tel. Balham 1200 (20 lines).

RUSSELL MOTORS offer:-

1951 Morris 5cwt van, one owner, low mileage, colour black, unwritten; £225.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9225. (C3050)

H. BEART & Co., Ltd., offer:-

1950 Bedford de luxe van, with side windows, one owner since new; £195-102, London Rd., Kingston-on-Thames. Kingston 5549. (C1081)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:-

1953 Ford 10cwt van in truly immaculate condition, colour mist green, with windows; £350. 7953 15 line. Tel. Wotton 1000. (C1008)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English car sales division offer:-

1946 Austin 10 van, £175, 1947 30cwt Commer truck, £115; 1947 2-ton Morris-Commercial van, £125; 1947 Ford 10cwt van, £195-355, High Rd., Wembley, Middlesex. Tel. Wembley 4422 and 4423.

1948 Jowett Bradford van, rebored, nice condition; £145—Gordon Wooderson, 48a, Drevstead Rd., S.W.16. Streatham 3538. (C4059)

1954 Morris Minor van, low mileage; £385.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey 6677/Burgh Heath 2376. (C3056)

BUNTINGS MOTOR EXCHANGE for light commercials all makes, Bradford specialists; list on request.—Bonnersfield Lane, Harrow. Tel. 6225-6.

MORRIS J type van, 10-12cwt September, 1953, one owner, mileage 15,000, excellent original condition throughout; £345, H.P. terms and exchanges.—Tudor 8073/Pitney 0295. (C3054)

1953 440 van, plain, £375; 1951 A90 Countryman, £435; 1951 Ford 5cwt with panels, £195; 1948 Austin 10 Luton van, also down van, £295; exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. (C3034)

NEW Thames 10cwt vans.—Arthur F. Gould, Ltd., 290-2, Regent St., W.1. Langham 1594-5. (0102/R)

G & M ALFRED'S (1936), Ltd.—1953 Ford 10cwt gown van, new coachwork 1948, excellent; 1950 Morris J-type van, plain, above average condition; 1959 Standard 14 gown van, late type coachwork; above average order.—6-7, Warren St., W.1. Ruston 3268.

ROYS AUTOMOBILES, Ltd., offer:-1953 Bedford 10/12 cwt sliding door van, £450; 1951 Vanguard, £355; 1952 A40, £325; 1951 A40, £295, another £285; 1952 A40 pick-up, 7,000 odd miles, £385; 1951 A40 pick-up, £295; 1951 A70 pick-up, £295; 1953 Ford 70 van, £325; 1949 Ford 10, £185; 1947 Ford 10, £150, another £135; 1947 Austin 10, £150; 1946 Morris 10, £145; 1947 Bedford 10 cwt, £145; 1946 Austin 8, £135; 1951 Ford 8, £195, another £195; 1947 Morris 8, re-conditioned, £165; many others from £100.—Tel. or call 127 Parkway, N.W. (nearest Tube, Camden Town Station). Euston 2700 and 8894. Easiest terms. Trade enquiries welcomed. (C3059)

Commercial Vehicles Wanted
ROYS always good buyers of vans and utilities.—127 Parkway, N.W.1. (nearest Tube Camden Town Station). Euston 2700 and 8894. (W3059)

NEW & USED CARAVANS, TRAILERS, ETC.

NEW CARAVANS

LONDON CARAVAN Co., Ltd., one of the world's largest and oldest established distributors and agents for the leading makes of National Caravan Council approved caravans, R.A.C. approved sites at Epsom and Bournemouth-on-Sea—if you cannot call, please write or phone for full information now to our head office at Barnet, B.P. Pass, Epsom (1165 and 1564), or Court Mount, Canterbury Rd., Bournemouth-on-Sea, Thanet 41657. (0594/R)

BURLINGHAM new 14ft 4-berth, choice of layouts, hand made; £595; modern hire fleet available.

BURLINGHAM CARAVANS, Garstang, Lancs. (0827/R)

A. S. JENKINSON, Ltd., U.K.'s largest caravan distributors, still maintain personal touch, with greater selection all uniquely guaranteed for 12 months, renowned after-sales service, also guaranteed a site that you will like; easiest deferred terms, cheap delivery; if you cannot call please write to—A. S. Jenkinson, Ltd., Dept. A.C., Bath Rd., Taplow, Maidenhead, Berks. Tel. Maidenhead 5434. Equal selection at: 80, Oxford St., London, W.1. Tel. Langham 5606. 2 mins. Tottenham Court Tube. 37-39, Hammersmith Bridge Rd., London, W.6. Tel. Riverside 5141. One minute Hammersmith Broadway. All branches open 7 days a week until 7 p.m. or later by appointment. (M2045)

SECOND-HAND CARAVANS

BERKELEY Europa, July, 54, sleep 5; what offers.—Rizvani, Thurston, Marley Lane, Haslemere, Surrey. (8066)

CARAVANS FOR HIRE

GOOD class caravans for hire, attractive site, Orcombe Point, Exmouth, April-September.

ALSO mobile fleet, lightweight 4-berths, proprietary makes; save the long tow to Devon.

MARTINS CARAVAN Co., Ltd., Countess Weir, Exeter. (3494)

60 modern mobile caravans for hire from 4pms weekly.—Pathfinder, Ltd., Dept. A, Tedburn St. Mary, Exeter. (5599)

MODERN touring caravan fleet, two to five berths, lowest rates.—Vannaster, 20, Ongar Rd., Great Dunmow. Tel. 7. (4697)

HIGH-CLASS mobile caravan hire fleet, latest models, specialised services.—Fendower Caravans, Westfield Rd., Bishop's Stortford. Tel. 301. (0276/R)

CARAVAN ACCESSORIES

CAR makers approve Witter towing brackets.—Witter, 134, Foregate St., Chester, 4. (0570/R)

TOWING brackets, over 90 designs from stock.—B. Dixon-Bate, Ltd., Chester. Tel. 24034. (0376/R)

CARAVAN EQUIPMENT

WORTH caravan and trailer, chassis, underparts, couplings, jacks, jockey wheels and all component parts; write for lists.—Jerry Wadsworth & Son, Ltd., Ripponden, Yorkshire. (0095/R)

LEASON guaranteed chassis, undergear, interior items and price lists, 3d stamps.—Leason Works, Dyche St., Rochdale Rd., Manchester, 4. Deansgate 4414.

HOLDER GRAISLEY caravan chassis axles, ball couplings, jockey wheels, etc., sound design and superior workmanship.—The Holder Chassis Co., 245, Wolverhampton Rd., Heath Town, Wolverhampton. (0441/R)

CARAVAN JOURNALS

THIS magazine written for caravaners by caravaners is "The Caravan," original and biggest, experts and novices swear by it; authoritative, informative, enjoyable, monthly 9d from your newsgator or by post 12/- a year, from A. C. Burt, Publisher, Link House, Store St., London, W.C.1. (0583)

RICE TRAILERS

ALL models for goods, livestock and horses, usually ex stock; terms exchanged; distance no object.—Sam Robbins, Ltd., Tel. Coventry 63242. (8024)

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

A SYNCHRO

1955 Vauxhall Velox self-drive, cost £6 per week, the new Austin A50 Cambridge, £5; small mileage charge; representative special winter rate; A.A. radio, heater, Continental touring, special facilities for overseas visitors.—Synchro Garage, Ltd., 1, Petersham Mews, S.W.7. Western 4709. Cable: Synchro, London. (0636/R)

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NEW A40 Cambridge saloons for hire, reasonable terms.—Revelstoke Rd., S.W.19. Wim. (0560/R)

MANCHESTER—Drive yourself 1954-1955 Vauxhalls; overseas visitors specially catered for.

SUREFLEET, delivery anywhere in England; free.

SUREFLEET, lowest rates in the trade.

SUREFLEET, 47, Upper Chorlton Rd., Manchester 16, Tel. Moss Side 1937. (0549/R)

SLOUGH CAR HIRE—A40 saloons, drive yourself.—Rear, 86, Mackenzie St., Tel. Slough 20501. (0132/R)

SMITH & HUNTER for self-drive; inclusive winter rates.—378, Kensington High St., W.14. Wes. 3417. (0458/R)

LONDON'S lowest rates.—The Private car chauffeur-driven hire service.—Lontax (Vic. 7771-2), Dolphin Sq., S.W.1. (0042/R)

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Cordington Mews, W.11. Par. 8664-5. (0466/R)

HAROLD H. HILLS GARAGE—Garage accommodation services, high-class car hire.—3-5, Emsborough Mews, S.W.7. Kensington 4020. (0551/R)

WIMBLEDON CAR HIRE, Self-drive Specialists, 1952-54 Austin A30s, A40s and A70s, competitive rates.—Mansell M.L., R.W.19 Wm 5334 (0811/R)

MOORE PARK GARAGE—Self-drive and chauffeur-driven cars current models—110, Wood Vale, Forest Hill, S.E.23. (For. 2454.) (0679/R)

1954 self-drive cars available for hire from Self Ltd., 106, Knightsbridge, S.W.1. Tel. Ken. 6436 and Baywater 3229 (garage). (2097)

JERSEY, C.I.—Forty 1953-4-5 self-drive cars; folder on request; A.A., R.A.C.—Drivehire, 22, Broad St., St. Helier (Jersey Central 1818). (4706)

SELF-DRIVE—Coming on leave, visiting Britain? Our keenest rates for vacation period hire, slim your motoring budget. Modern fleet, alternative types available.—Home & Overseas Motors, 150 Finchley Rd., N.W.3. Hampstead 0087-9 (0051/R)

CARS FOR HIRE

IRISH touring, hire and drive the Morris Oxford and Minor.—Shelbourne Motor Co., Ltd., 20, Kildare St., Dub'lin. (0890/R)

SUSSEX MOTORS—Self-drive Morris Minors, Austin A30s, 40s, Vauxhalls, Fords, etc.; special facilities overseas visitors.—1, Burwood 44, Burwood Place, Edgware Rd., W.2. Amb. 5025. (0589/R)

POST-WAR self-drive cars from £10 per week or daily; special facilities for overseas visitors.—G.P. (Bailani), Ltd., 2c, Balham Hill, S.W.12 (100 rd. Clapham South Tube). East. 1107-8-9. (M4029/R)

1954-3 Zephyrs, 13pms a week, 600 miles; also new Consul, Oxford, Somerata 72.

SELF-DRIVE cars, Adam & Eve Mews, W.8.—1954 saloons, also Daimler Consorts; unlimited mileage from £2 per day, 10pms per week.—Wes. 3802. Cable: Britcars, London. (0166)

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Fords; unlimited mileage cars; cars delivered.—Bri. 5532 and 8637.—290, Milkwood Rd., Herne Hill, S.E.24. (0685/R)

CAR HIRE (MAYFAIR), Ltd. for Humber, Pullman and Austin dependability; chauffeur driven 1952-54 A30s, A40s and A70s, to drive yourself; competitive rates.—12, Bourdon St., B. Reley Sq., W.1. Mayfair 8689. (0094/R)

WELBECK CAR HIRE offer the new Ford Anglia (with heater fitted), no mileage charge; you just pay a flat rental and that is all: one day (8 a.m. to 6 p.m.) £2; one night (5 p.m. to 9 a.m.), £1; all hours, 50/- a day, week £1.

WELBECK CAR HIRE, 107, Crawford St., London, W.1 (near Baker Street Station). Welbeck 3991. Office hours 9 a.m. to 6 p.m. Sundays 8 a.m. to noon. (0831/R)

GEE CAR self-drive car hire with new Ford Zephyr, Consul, Prefect, Anglia, Popular and Morris Cowley saloons; winter rates from 17/6 p.w. allowing 40 miles; two-way 10/6; special rates overseas visitors.—60/62, Queenstown Rd., S.W.8. Mac. 3363. (0091/R)

WILSON'S, established 50 years; new cars in perfect condition, self-drive from £1 per day or 25 p.w. per week; winter rate includes 210 miles per week; cars also for sale with guaranteed repurchase.—Wilson's, 54, Acce Lane, S.W.2. Brixton 4011. 1. Dorking Rd., Epsom 3901. (M4085/R)

DRIVE YOURSELF HIRE CO. (LONDON), Ltd.—Go by car, comprehensive insurance; it's easy and it's cheap.—20, Grosvenor Place, Victoria, S.W.1; 35c, Kings Rd., Chelsea, S.W.3; 4c, Buckingham Palace Rd., Victoria, S.W.1. No. 844; 30c, Seven Sisters Rd., Finsbury Park, N.4. Sta 5495. (0507/R)

CARS FOR HIRE

OVERSEAS visitors, a fleet of 1952-3 Austin Drive-hire saloons for hire to drive yourself; send for illustrated brochure to Drivehire Cars, Ltd., Head Office, Kingsway, Newport, Mon. Available at 12 Drivehire stations throughout Britain. Also available for home market. (0211/R)

ALWAYS rent a car from Victor Britain and know what you are going to pay, all petrol and all tax; only charges are from £1 a day, £6 a week and 8d a mile, dependent on your choice of car—either Ford Consul, Morris Oxford or Vauxhall Victor, Victor Britain, Ltd., 12a, Berkeley St., London, W.1. Grosvenor 4551. (0588)

DRIVE yourself hire.—1953-4 saloons; choice of cars from £1 per day with unlimited mileage for period hire; overseas visitors, both old and new clients, specially welcomed; we have been pioneers of self-drive hire for over 30 years.—Write, phone or call, H. F. Edwards & Co., Ltd. (Established 1918), 26-30, Upper High St., Epsom, Surrey. Tel. Epsom 8400. (M2001)

DO a "good deal" better with Carr Bros. on self-drive or chauffeur-driven hire, best cars, best terms with choice of tariffs from nearest of 5 branches.—Ger. 6678-9; Renewen 6395; Updowns 4811; Hounslow 4606; Wallington 1006. Call/Write Soho Garage, 21, Soho Sq., London, W.1, for particulars. Branch opposite London Airport. Head Office—Purley. (Cables: "Carribros, Croydon, Eng.") (1041)

OVERSEAS visitors.—Opposite London Airport is Steele Griffiths' new Overseas visitors' branch, comprehensive service; chauffeur-driven or self-drive cars; new Vauxhalls still available for you to drive on your vacation—competitive rates—no extra mileage charge; book your leave car row, A.A., R.A.C.—Steele Griffiths, opposite London Airport, Hayes, Middlesex. Rodway 2201-6. Reference: Barclays Bank, London, S.E.5. (0814/R)

1955 and late '54 U-drive cars/estate cars from 15/- a day; Britain and Europe; enjoy service which has built up Britain's largest new car fleet; radios, heaters; recommended A.A. and R.A.C.; long period, quotation, special facilities overseas visitors; repurchase terms; also chauffeur-driven Humber Hawk saloons and Austin Princess limousines.—J. Davy, Knightsbridge, Knt. 4211, Balmain St., Finsbury Circus, S.W.1. Tra. 2021. Also Epsom Court, Eps. 500. (0401/R)

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A.O. (Always on), M. S. (Not Surfers). ASHFORD, Middx.—Herbert & Mills, Ltd., Church Rd., R.A.C. & A.A. reprs. Tel. 2678, 2660. A.O.

MANCHESTER, 3, City Centre.—Williams Motor Co., Ltd., 1-15, Trafford St. Always open for garage, petrol and complete breakdown and accident service.

MISCELLANEOUS ADVERTISEMENTS

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RAYMOND WAY OF KILBURN.

RAYMOND WAY, the exchange specialists.

YOUR car taken as a deposit on a motor cycle or motor cycle in part exchange for a car; if the value of your vehicle is more than the deposit you require we will gladly refund you cash for the difference.

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ROWLAND SMITH will quote for your car in part exchange; highest allowance for motor cycles and 3-wheelers; particulars and list on request.

ROWLAND SMITH for hire purchase terms; private and confidential; immediate delivery in approved cases; references and guarantors not essential; cash refunded on exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [M4018/R]

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MANUFACTURERS of patented automotive device which keeps engine, sparking plugs and valves carbon free automatically by exhaust aspiration require representatives calling on garages and fleet operators; substantially reduces maintenance and running costs; every vehicle owner a potential user.—Box 2369. [8064]

SOLE importers of new, novel, folding tables with combined seats, first time in this country, require agents with established connections calling on garages and the motor trade to develop sales of these ingenious compact units designed expressly for motoring holidays, picnics, etc.;—outstanding opportunity for representatives looking for a fast selling product; 10% commission.—Box 2385. [8062]

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UNDER protection service for Surrey and South-West London. Flintstone material, skilled application.—Particulars from H. Taylor, The Crescent, Surbiton, Elmbridge 0031. [0097]

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J. DAVY, H.M.V. car radio, accredited dealers, Smith's Radiomobile sales and service.—Western 9641. [0159/R]

RADIOMOBILE accredited dealers; qualified mechanics are always available for car radio repairs. NORMAND, Ltd., 405-9, King St. W.8. Riv 3655. [0290/R]

ALL types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mart, Ltd., Upper Montague St., London, W.1. Ambassador 1937.

SPIKINS (TWICKENHAM), Ltd., 83-101, Heath Rd., Twickenham, Tel. Popesgrove 1055-6-7.—Accredited Radiomobile station; expert installations and service; trade and retail, all makes available. [0116/R]

CAR RADIO

MOTOROLA, world's finest motor radio, sole licensee and registered users.—World Radio, Ltd., Edwards Rd., London, N.W.2. Gladstone 4255. [0419/R]

UNIVERSITY ELECTRICS, Ltd., The Car Radio People, 7, Hertford St., W.1. Gro 4141. Sp989/R

ists in car radio; H.M.V. Radiomobile, Kico, Philco, etc.; expert installation and service for the trade and retail. [0668/R]

COACHBUILDERS AND BODIES

MOTOR car repairs, trimming, upholstering a specialist.—Goode & Cooper, Ltd., 17a, Melbourn St., S.W.9. Tel. Reliance 2711. [6139]

SALMONS GARAGES, Ltd., Body Repair Specialists, 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3538. Repairs executed of every description. [M4029]

PILCHERS 314, Kingston Rd., S.W.20 Liberty 3350. Body repair and painting all processes private and commercial; trade enquiries invited. [0125/R]

JACK BARCLAY (SERVICE), Ltd., can undertake all classes of coach repair work at Danvers St., Chelsea, London, S.W.3. Flaxman 2223. [M1089/R]

RONALD KENT (COACHBUILDERS), Ltd., for motor body repairs of every description.—Coal Wharf Rd., Shepherds Bush, W.12 She 2231. [0312/R]

ALPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach Kew Gardens, Richmond 1161. Collapsible, Trimming, Panelbeating, Complete Bodies Built. [8121]

W. M. PARK (COACHBUILDERS), Ltd.—Body building and all repairs, recollapsing, trimming and conversions, special facilities for overseas visitors.—Mortlake Rd., Kew Ric 5625-6. [0548/R]

LAWTON-GOODMAN, Ltd., 135, Cricklewood Broadway, N.W.2. Gladstone 2226. Coachwork repairs and renovations; specialists in shooting brake and canvas conversions. [0202]

50 in velour head lining, 7/6 yd; Vynide leather-cloth, 7/6 yd; 40 in rubber-backed pile carpet, 3/6 yd; 54 in double felt, 7/6 yd; bucket seats complete 45/-; shell only 25/-; new cavity rubber window channel, 7d ft; for 30-page price list with practical hints and tips for all body repairs: over 200 mouldings, beadings, channels, windows, Perspex, trimmings, fittings, paints, etc. send P.O. 2/- and stamp.—Wings, 195, High St., West Wickham, Kent. [0789/R]

FOUR every requirement, body fittings and trimmings; bucket seats, large selection including light steel frames, 25/-; ditto upholstered Vynde spring cushions, 64/-; tubular framed from 24/15; light alloy frames, 14in 62/-, 16in 65/-; trimmed Connolly hide, Dunlopillo 22/15; bench type seats, brown rexine, 42in 21/2; best black Vynide topping, 54in 15/- per yard; red, cream Vynide 12/6 yd; Dunlopillo underfelt 54in 21/- yd; back lights (rear windows) from 20/6, cycle type wing, steel and light alloy window channelling, aluminium sheeting, mouldings and sections, body fittings; stamp list.—Derrington, 159-161, London Rd., Kingston 5621-2. [M1071]

CONTACT LENSES

MODERN CONTACT LENS CENTRE, 7(F), Endsleigh Court, W.C.1.—Deferred terms: book! [0894/R]

GARAGE FACILITIES

LONDON Airport.—Steele Griffiths' new branch opposite London Airport, Middles, offers undergarage facilities for those leaving or arriving by air; please book in advance.—Hounslow 4606. [0815/R]

NIGHT DRIVING GLASSES

CLEAR Vista night driving glasses, fitted with sodium oxide yellow filter lenses, are a must for every motorist; free interchangeable Crookes lenses give you a suitable sunless for day use; complete 7/6 from your local garage or direct from Optical Products, Ltd., 370-372, Station Rd., London, E.7. See display advt. page 174. [0385/R]

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R. & J. PARK, Ltd., 143/5, Finchbury Rd., E.C.3. Mansion House 5085. Packing Works: Dominion Works, Chiswick, W.4. Chiswick 7761. Special shippers to the motor trade. [0650/R]

THE MOTOR PACKING Co., Ltd., London Colney, Herts. (Tel. Bowmans Green 3148), specialists with 40 years' experience in packing and shipping; can reduce your landed costs by their C.R.D. methods; collection and delivery l.o.b. or c.i.f. Branches Coventry and Liverpool. [0506/R]

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J. E. S. LOCKWOOD, patent agent, White House, 111, New St., Birmingham Handbooks free. [0797/R]

RACING CAR TRANSPORTERS

RACING car, Daimler, single-decker coach fitted with Gardner S.L.W. diesel, pre-selector 5-speed gear box, equipped to carry 2 cars and sleeping accommodation; overhauled by Daimler 1954, and very sound.—Box 2351. [8031]

TUITION

INDIVIDUAL driving instruction, expert instructors, dual-control Austin.—Steele Griffiths, Ltd., London, S.E.5. Rodney 2201-6. [0813/R]

FREE—brochure describing latest home study courses in Automobile Eng. and for all other branches of Engineering; equipment supplied with many of our courses.—S.M.I. Institute, Dept. AC-49, London, W.4. (Associated with H.M.V.) [14626]

AUTOMOBILE Engineering.—Whole-time technical and practical training leading to executive posts in the sphere of design, development, experimental work, operation, maintenance, repairs, sales; extended courses to prepare for A.M.I.Mech. E., A.M.I.M.I., and City and Guilds examination; courses in agricultural and aeronautical engineering also available.—Prospectus from College Secretary, The College of Aeronautical and Automobile Engineering, Sydney St., Chelsea, London, S.W.3. Flaxman 0021. [0536/R]

NEW CARS FOR SALE

A.C.

SWANMORE GARAGE, Ltd., Bournemouth.

AUTHORISED Distributors for A.C., Ace, Accra and Alvis T.A.21 saloons; immediate or early deliveries. SWANMORE GARAGE, Ltd., 1176-1180 Christchurch Rd., Bournemouth, Tel. Southbourne 43544. [N4024]

RAYMOND WAY, the hire purchase specialists.

RAYMOND WAY for your new A.C. Petite, immediate delivery, choice of colours, £329/16/8, or £66 deposit; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maids Vale 6044, open 9 to 6 six days a week. [0776/R]

RUDDS OF WORTHING, distributors of Ace sports, Aceca coupes and 2-litre saloons; demonstrations of any model; service; tuning; spares.—Adjacent Central Station, Worthing 7753-4. [0440/R]

J. DAVY, A.C. distributors, present the Ace, Accra and 2-litre range for inspection and demonstration, 21 other British and Continental makes on show at 180-184, Kensington High St., W.8. Western 9641, also at 215, Brompton Rd., S.W.3. Knightsbridge 4211. [N1069/R]

PRIDE & CLARKE, Ltd.—A.C. distributors; all models for inspection and demonstration; exchange welcomed; one fifth deposit secures delivery, balance over 2 years.—Stockwell Rd., S.W.9 (Brixton 6251) and 237, Brixton Hill, S.W.2 (Tel. 3664). [N3068/R]

ALFA-ROME

S. MORRIS & Co., sole London distributors, 40, Conduit St., W.1. Regent 0426, 6 lines. [0104/R]

THOMSON & TAYLOR (BROOKLANDS), Ltd., sole concessionaires United Kingdom.—Portsmouth Rd., Cobham 2849-9. [0626/R]

ALLARD

ALLARDS MOTORS, Ltd.—Main distributors for all models, spares and service.—Acra Lane, Brixton, S.W.2. Brixton 6431. [0442/R]

ALVIS

CHARLES FOLLETT, Ltd.—Alvis repair specialists.

OFFICIAL Alvis spare parts stockists.

TRADE supplied.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0307/R]

IPOLIS AUTOMOBILE OF EDINBURGH, Main Agents—Sales, spares, service.—64-78, Pitt St. Edinburgh, 3. Tel. Waverley 5784. [0736/R]

MANCHESTER.—Alvis main agents, sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane Mc 19, Rds. 2874/5. [0625/R]

H. A. FOX & Co., Ltd., appointed official retailers for Alvis cars will be pleased to receive enquiries and orders for all models.—3-5, Burlington Gdns., Old Bond St., London, W.1. Regent 9622. [0157/R]

ALVIS

GALT OF GLASGOW, distributors for Scotland, can offer one only T.C.21/100 saloon or drop head coupe, subject to remaining unsold; also very special Alvis T.A.21 saloon de luxe with Mulliner body, beautifully finished, fitted with curved screen and special woodwork new unrestored; £1,771/10/2, ex works. James H. Galt, Ltd., 52, Woodlands Rd., Glasgow C.5. Tel. Douglas 7598. [0731/R]

ARMSTRONG SIDDELEY

GUY SALMON AUTOMOBILES.

SEE and try the new 1955 Armstrong Siddeley Sapphire range at Portsmouth Rd., Thames Ditton, Surrey. Emberbrook 5551-2-3. [N4001]

PASS & JOYCE, Ltd., 27, Peter St., Manchester, 2.—Armstrong Siddeley distributors for Lancashire and part Cheshire. Tel. Deansgate 6157. [0603/R]

CLARKE'S OF PIRBRIGHT for the Sapphire: 24-hour service, Guildford and Woking district.—Pirbright, Surrey. Brookwood 2201-2. [N1049]

JACK ROSE, Ltd., Armstrong Siddeley stockists, for your new Sapphire.—Stafford Rd., Wallington, Surrey. Wallington 6672. [N4356]

MIDDLESEX MOTORS (HARROW), Ltd., Armstrong Siddeley Stockists.—Immediate delivery of Sapphire; part exchanges.—Station Rd. Harrow 0022. [0203/R]

PASS AND JOYCE, Ltd., England's largest distributors for the new superb Armstrong Siddeley Sapphire.—184-188, Gt. Portland St., London, W.1. Museum 1001. [0771/R]

CHEAM MOTOR & ENGINEERING Co., Ltd., Area Dealers for Armstrong Siddeley.—Demonstrations, spares and service.—Ewell Rd., Cheam, Surrey. Vigilant 0125. [0157/R]

LYTTELTON GARAGE, Ltd.—1955 new Sapphires from stock, part exchange, h.p. terms, after-sales service, repairs.—Hampstead Garden Suburb, Speedwell 3500 and 3350. [0182/R]

W. T. RICHARDS (BEXLEYHEATH), Ltd., Armstrong Siddeley area dealers, immediate delivery of Sapphire, part exchanges.—74-78, Broadway, Bexleyheath, Tel. 1666. [0499/R]

J. DAVY presents the Sapphire for inspection and demonstration, 21 other British and Continental makes on show at 180-184, Kensington High St., W.8. Western 9641; also at 215, Brompton Rd., S.W.3. Knightsbridge 4211. [N1069/R]

ACRES AUTOS Ltd., official retailers; all models from stock, part exchanges and deferred terms.—136 and 138, Streatham Hill, London, S.W.2. Tel. Streatham Hill 1909-10 and 11. Tel. Port Parade, Clapham Park Rd. S.W.4. Tel. Macaulay 2211-2. [N1008A]

WILSONS, "The Enthusiastic Owner-Agents" see our 1955 "Sapphire" show and have a demonstration run at any time (including Sunday) at 1-3, Dorking Rd., Epsom, Surrey. Epsom 3901 or 34, Acra Lane, S.W.2. Brixton 4011. Quick delivery and "Service that Exceeds". [N4005/R]

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ORGANS OF OXFORD, 8 county distributors, demonstrators in stock; very early delivery ensured.—E. H. Organ & Sons, Ltd., Banbury Rd., Oxford, 59613 4. [1105/R]

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THE CAR MART, Ltd., Austin London Distributors, invite you to inspect the full range of Austin cars that are always available at their showrooms and depots in the London area.—297, Euston Rd., N.W.1. Euston 1212. [0851/R]

DOVE, Ltd., main dealers and distributors, Craydon & District, 115, Addiscombe Rd., Croydon, Tel. Addiscombe 5066. [N1077/R]

SHAW MOTORS, Ltd.

PLACE your order now for earliest delivery of all models; part exchanges; deferred terms: open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim 3051-2-3. [N4006]

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LATEST A50 Cambridge saloon on view.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6041. [N4016]

H. A. SAUNDERS, Ltd., of Worcester.

IMMEDIATE delivery Austin Princess saloon, black with brown leather; one only; hire purchases and exchanges arranged.

AUSTIN House, Castle St., Worcester. Tel. 2368. [N4005]

KDM & CHERRINGTON, Ltd.—9, Alberman St., London, W.1. Gro 5551. [N2054/R]

HERBERT & MILLS, Ltd., Austin A30 early delivery.—75, Gt. Portland St., W.1. Langham 5906-7. [0146/R]

LAMBERHURST, Kent.—F. J. Averts & Co., High Street, Garage, Tel. Lamberhurst 217. Your Austin dealers. [0146/R]

W. T. RICHARDS (BEXLEYHEATH), Ltd., Austin retail dealers, part exchanges.—74-78, Broadway, Bexleyheath, Tel. 1666. [0247/R]

SPRINGFIELD GARAGES, Ltd., direct agents, sales and service, Winchmore Hill Rd., Southwark, 14, Pal. 5576-7 evenings Pal. 8974. [0272/R]

PRIDE & CLARKE, Ltd.—Immediate or early delivery exchanges welcomed; terms.—237, Brixton Hill, S.W.2. Tel. 3664. [N3068/R]

HILLINGDON MOTORS, Ltd., Austin direct agents; full sales and service facilities.—325-7 Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 8538.

NEW CARS FOR SALE

AUSTIN

SMITH & HUNTER Austin direct agents. Immediate and near delivery; exchanges, deferred terms.—376, Kennington High St., W.14. Western 2512. (N4019)

R. C. WIMBORNE, Ltd., Austin stockists; part ex- changes and h.p. facilities.—312, Earle Court Rd., S.W.5. Frenantle 5401. (N4056)

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for all Austin models, including light commercial.—54, Acre Lane, London, S.W.2. Brixton 4011. (N4085/R)

INGLIS AUTOMOBILES OF EDINBURGH, Austin Specialists. New and used cars in stock, factory trained mechanics, spares.—64-78, Pitt St., Edinburgh 5. Tel. Waverley 5764. (075/R)

IMMEDIATE delivery, Austin Princess, immediate delivery, finished in black with beige leather upholstery; Hail's Motor Co., Ltd., Austin House, Granada Rd., Southsea, Tel. Portsmouth 32267. (0868)

AUSTIN A40 Countryman, green/brown, heater, list price, exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18. (Few minutes Clapham Junction.) Batt. 2252. (N3022)

PLANNING to buy your new Austin? Early deliveries now coming of A40 or A50 Cambridge saloons, also A50 4-door saloons; current market value for your present car subject to inspection. (N2005)

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2254. Open week-days 8 a.m. to 6 p.m. (N2005)

PRINCESS saloon, A90, A50, A40, A30 and all commercial models.—Frynn & Stevens, Ltd., the South London Austin Depot, 57, Acre Lane, S.W.2. Repairs and service to Austin exclusively. Brixton 1155. Streatham 7362. (089/R)

J. DAVY presents the Austin Princess, short wheelbase and long wheelbase, for inspection and demonstration, additional Vanden Plas specification. 144, Kensington High St., W.8. Western 9641; and 215, Brompton Rd., S.W.3. Knightsbridge 4211. (N1069/R)

LANKESTER ENGINEERING Co., Ltd., 39/45, Eden St., Kingston-on-Thames.—The Austin main agents; we have most models on view; demonstration cars available; exchanges and deferred terms.—Kingston 2151 (6 lines). (0263/R)

MEERES & MEERES, Ltd. (est. 1895), The Direct Austin Specialists for past 50 years, offer early delivery of most models, including commercial vehicles; part exchange and extended payments; always in stock a number of used Austin cars with B.M.C. warranty.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. (N2005)

AUSTIN-HEALEY

NEW Austin-Healey 100, red with red upholstery; immediate delivery.—Frynn & Stevens, Ltd., Acre Lane, S.W.2. Brixton 1155. (0594/R)

HAVE you tried this amazing sports car? If not, we shall be pleased to arrange a run for you on our demonstration model, choice colours from stock. Mr. A. SAUNDERS, Ltd., Austin Distributors, 836-842, High Rd., North Finchley, N.12. Tel. Hillside 5272. (N1069/R)

AUSTIN-HEALEY 100, green, with heater, immediate delivery.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Frenantle 3353. (N1069/R)

NEW Austin-Healey 100, black and red; immediate delivery.—Jack Olding & Co. (Motors), Ltd., Nth. Audley St., Mayfair 5442. (N1030)

HILLINGDON MOTORS, Ltd.—Austin-Healey specialists; new car available from stock, finished in black with red leather.—325-7, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 8588. (N2062)

J. DAVY presents the Austin-Healey for inspection and demonstration, 21 other British and Continental makes on show at 180-184, Kennington High St., W.8. Western 9641; also at 215, Brompton Road, S.W.3. Knightsbridge 4211. (N1069/R)

LANKESTER ENGINEERING Co., Ltd., 39/45, Eden St., Kingston-on-Thames, Surrey, Tel. Kingston 5151/6, offer immediate delivery 100 model sports, colour red with black hide upholstery; exchanges and deferred terms.—Kingston 2151 (6 lines). (0389/R)

AUSTIN-HEALEY, the production sports car on which extras are standard equipment; buy your Austin-Healey from Donald Healey Motor Co., Ltd., the Austin-Healey specialist; also sole distributors for Le Mans tuning kits in the United Kingdom.—Address Donald Healey Motor Co., Ltd., Warwick. (0069/R)

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CAR MART, Ltd., (N1039/R)

OFFICIAL retailers, will be pleased to arrange demonstrations of Bentley models fitted with the fully automatic gear box. (N1039/R)

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. (N1039/R)

DAVID ROSEFIELD, Ltd., (N1039/R)

OFFICIAL Bentley and Rolls-Royce retailers. (N1039/R)

SHOWROOMS: 1-5, Peter St., Manchester, 2. (N1039/R)

PHONE: Blackfriars 4942. (N1039/R)

SERVICE Station: Cheetham Hill Rd. (N1039/R)

MANCHESTER, 8, Tel. Backriars 2302. (N1039/R)

ROSE, Ltd., Northampton. (0506/R)

OFFICIAL Bentley retailers. (N1039/R)

SHOWROOMS and Service. (N1039/R)

MAREFAIR, Northampton, Tel. 4540. (0506/R)

H. A. FOX & Co., Ltd., officially appointed Bentley retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Post 8622. (0316)

RIPPOBROS, Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork, Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield T970 (10 lines). (N2015)

B.M.W.

SOLE Concessionaires for the 2-litre Type 501, and the 2.6-litre Type 502 8-cylinder model.—Frazier-Nash Cars, London Rd., Isleworth Middlesex. Hounslow 0211. (N2015)

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RAYMOND WAY, the hire-purchase specialists.

RAYMOND WAY, Great Britain's largest Bond Minicar distributors. Immediate delivery all models; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044; open 9 to 8 six days a week. (0839/R)

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SURREY, Sussex and Kent sole distributors for Borgward, demonstration cars available, early delivery new models; spares and service.—F. Fairman & Sons, Ltd., Horley, Surrey. (Tel. 17.) (0319/R)

BURNS STUART GARAGE, Ayr 3338.—Sole distributors Edinburgh and South of Scotland; demonstrations available on Petrol injection car and 12-seater bus. (6391)

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E&T MOTORS, Ltd., sole distributors for Essex County and Bedfordshire for all Borgward models; demonstration on request, quick delivery; trade enquiries invited.—655, High Rd., Leytonstone, E.11. Tel. Leytonstone 4277 and 6351. (0685/R)

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INGLIS AUTOMOBILES OF EDINBURGH, Main Agents.—Sales, spares, service.—64-78, Pitt St., Edinburgh 5. Tel. Waverley 5764. (0737/R)

BRISTOL in the Western Counties, new and used models service and spares; advantageous delivery, new cars; sole distributors.—Charles Cruickshank Motors, The Centre, Bristol, Tel. 25290. (0331/R)

NEW Bristols, all models, largest selection; distributors—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232/3, and 14/16 High St., Esher, Surrey. (N1069/R)

GALT OF GLASGOW distributors for Scotland.—Latest 1955 Bristol type 403 saloon available; full particular of the new type 405 gladly provided.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow G.5. Tel. Douglas 7598. (0732/R)

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BRITISH & COLONIAL MOTORS, Ltd.—13-14, Upper St., Martin's Lane (Ad. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3388. Distributors for London and Home Counties. (N1027/R)

CITROEN

C. G. NORMAN & Co.

SOLE distributors for the County of London; early delivery.—50 Vauxhall Bridge Rd., S.W.1. Vio. 2211. (0297/R)

JOHN S. TRUSCOTT, Ltd., official retailers, delivery from stock; it pays to deal with specialists.—123, Westbourne Grove, W.11. Bay. 4274. (N4005)

ACRES AUTOS, Ltd., official retailers; all models from stock, part exchanges and deferred terms.—135 and 138, Strandham Hill, London, S.W.2. Tel. Tulse Hill 1929, 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. (N1002A)

J. DAVY presents the Citroen for inspection and demonstration, 21 other British and Continental makes on show at 180-184, Kennington High St., W.8. Western 9641; also at 215, Brompton Road, S.W.3. Knightsbridge 4211. (N1069/R)

GALT OF GLASGOW, distributors for Glasgow and West Scotland, have the latest Citroen cars available for early delivery; contact the Citroen enthusiasts for sales and genuine service.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow G.5. Tel. Douglas 7598. (0863/R)

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SMITH'S MOTORS OF DULWICH for Daimlers.—285, Rye Lane, S.E.15. New Cross 0462. (0328/R)

HAROLD SIMONS, Ltd., official retailers; terms, exchanges.—597-601, High Rd., East Finchley, N.2. (N4065)

NEW Daimler country, finished in grey/green immediate delivery.—Frem Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Frenantle 5333. (N1069/R)

SIDNEY MARCUS, Ltd., early delivery from stock all models; First-class After Service.—35, Sloane St., S.W.1. Sloane 6970. (N3006)

DORKING MOTOR Co., Ltd., distributors.—Immediate delivery Daimler Century, blue/blue.—Dorking 2255. (N1088)

HAMMERSMITH and Chiswick.—Daimler official agents, immediate delivery some models; full service facilities.—Rogers Garages, 22, Chiswick Rd., W.4. Chiswick 6790. (N3054)

DAIMLER

DENHAM'S for Daimlers.—Area dealers. Sales and service, immediate delivery 1955 Century coupe, list price £11,750.—Portsmouth Rd., Esher, Surrey. Tel. Esher 3650. (N1100)

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D.K.W.

SOLE Concessionaires for the Sonderklasse D.K.W.—Frazier-Nash Cars, London Rd., Isleworth, Middlesex. Hounslow 0011. (N2015)

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H. C. PAUL, Ltd.

SEE and try the Fiat range of cars; orders accepted for reasonable delivery.—22, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2. (N3040)

BLUE STAR GARAGES, Ltd., Rosemore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. (0986/R)

FIAT 500 and 1100, etc.; immediate delivery.—Premier Motors, 295-7, Lewisham High St., S.E.13. Lee 1051. (N3083)

FIAT—Leicestershire and Rutland distributors, early delivery all models; part exchanges.—Cox's Motors (Leicester), Ltd., 11-15, Conduit St., Leicester 60319. (N1059)

PERFORMANCE CARS, West London and Middlesex Distributors.—Immediate exchange, H.P. service.—Great West Rd., Brentford, Middlesex. Ealing 8841. (N3041)

MAYFAIR GARAGES, Ltd.—West End stockists of the new 1955 Fiat, can now accept orders, for all models shown at Earls Court for reasonable delivery; catalogue on request.—Balderton St., W.1. Mayfair 3104/5. (N5009)

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YOU will like the new Fiat 1100 saloon, if you want safe, swift, comfortable and economical motoring. Here then is your car, a lively and fast saloon that will win your confidence and praise like a Grand National winner; your present car is welcome in part payment at its current market value and there is no need to dig too deep into your pocket, can arrange a few shillings a day with two years to pay. (N2008)

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2254. Open week-days 8 a.m. to 6 p.m. (N2008)

FORD

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (N1069/R)

CONSULT W. Harold Perry, Ltd., of North Finchley, before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr, Zodiac saloon. (N5009)

W. HAROLD PERRY, Ltd., Ford main dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (N3042)

SHAW MOTORS, Ltd.

FORD Zephyr convertible, power-operated top; choice of 8; place your order now for earliest delivery of all models; part exchanges; deferred terms, open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wm. 3031-2-3. (N4008)

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NEW Ford Consul convertible, Dorchester grey, red hood, list price.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (N2021)

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ALL models supplied; part exchanges any distance; cash or term; up to maximum period.—7 weeks—Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

ALAN TAYLOR MOTORS, Ltd., offer:—

NEW Ford Consul and Zephyr convertibles for immediate delivery. (N1069/R)

HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). (13525)

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56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388. And 6, 11 and 12 Langley Rd., Catford, S.E.6. Either Green 4821. (N1066)

CONVERTIBLES: Ford Consul; choice of 4 colours; immediate delivery.—Chain of Ealing, Per. 4404. (N1043)

BLUE STAR GARAGES, Ltd., Rosemore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. (0987/R)

PRIDE & CLARKE, Ltd., Ford agents; exchanges; terms.—237, Brixton Hill, S.W.2. Tel. 3664. (N1069/R)

MAYFAIR and West End agent.—All new Ford models; drive for yourself a 1955 Zephyr before taking delivery from: (N5009)

RIPPOBROS, Ltd., 18, Albemarle St., W.1. Hyde Park 2932-4. (N1069/R)

STEARNS & Co. (CAR SALES), Ltd.—Zephyr saloon and convertible; instant delivery.—254, Brompton Rd., S.W.3. Ken. 0081. (8130)

CONSUL convertible, black, beige; immediate delivery; cash or term; up to maximum period.—Wiltons Automobiles & Coachworks, Ltd., 54, Acre Lane, S.W.2. Brixton 4011. (N4065/R)

FORD Zephyr saloon, black/red, leather, radio, heater, list price, exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18. (Few minutes Clapham Junction.) Batt. 2252. (N3022)

IMMEDIATE delivery new Ford Zephyr convertible.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, London, W.C.2. (Ad. Leicester Square Tube Station.) Temple Bar 3388. (N1027/R)

IMMEDIATE delivery new Consul convertibles, Zephyr saloons and convertibles, Zodiac saloons; choice of 12.—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. (8126)

NEW CARS FOR SALE

FORD

R. C. WIMBUSH, Ltd., Ford stockists; part exchange and h.p. facilities; available for immediate delivery, Ford Zephyr and Consul convertibles.—312, Earls Court Rd., S.W.5. Premantle 8401. (N4056)

RAYMOND WAY, the hire purchase specialists, for your new Ford, cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044; open 9 to 8 six days a week. (0779/R)

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines). 104, Ford Rd., Folkestone. Folkestone 51222 (2 lines). (0095/R)

A. CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 431-2-3, offer immediate delivery Consul convertible, grey, and Zephyr convertible, grey; maximum hire purchase terms available; one-fifth down, balance over 2 years. (C1001)

PLANNING to buy your new Ford? Immediate delivery of Zephyr saloon, Zephyr convertible and Zephyr Zodiac saloon, early delivery for Consul saloons; current market value for your present car subject to inspection. (N2008)

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REQUESTS for literature and information to the manufacturers, A.F.N., Ltd. (Frazer-Nash), London Rd., Isleworth, Middlesex. Hounslow 0011. (N2015)

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REGENT SERVICE GARAGE, Finchley, authorised dealers, CONSULT us for deliveries and exchanges.—291-293, Ballards Lane, North Finchley, N.12. Hillside 4011-4005. (0795/R)

IMMEDIATE delivery, Minx saloon.—Dolphin Square Garage, S.W.1. Vic. 3800. (0807/R)

BARNET area.—Hillman main dealers.—Eadley Green Garages, 202-204, High St., Barnet 0532. (0411)

SMITH AUTO CO., Ltd., main dealers for Rootes Group, offer favourable delivery of the Hillman range.—145, London Rd., Croydon. Croydon 2115 (3 lines). (0669/R)

ALPHA MOTORS (CHARLTON), Ltd., for early delivery and complete after-sale service of all Hillman models.—Woolwich Rd., Charlton, S.E.7. Greenwich 1838. (0880/R)

THE NEWTON SERVICE GARAGE for early delivery of all Rootes Group models, demonstrations available.—Newton's Corner, Forty Lane, Wembley Park. Opposite Wembley Town Hall. Arnold 5252 (4 lines). (0792/R)

HILLMAN Minx saloons, coupes, estate cars, early delivery, exchanges and terms; cars prepared for clients returning to England.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (N3011)

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NEW 1954 Hudson Hornet, r.h.d., radio and heater and overdrive, for immediate delivery.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. (N4028)

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HUMBER HAWK.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3018)

CARRIS MOTORS, Ltd.—Humber Hawk and Snipe; early delivery.—Lewisham Bridge, S.E.13. Lee Green 5265. (0720/R)

HUMBER Super Snipe, seal grey, red upholstery.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Premantle 3353. (N1083)

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H. HENLYS, Ltd., ENGLAND'S largest Jaguar distributors.

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HALLS (FINCHLEY), Ltd., AREA dealers for Jaguar; demonstrations arranged; part exchange, h.p. terms.—Odon Parade, North Finchley, N.12. Mill 1044. (7799)

ROWLAND SMITH'S for Jaguar. LATEST Mark VII M saloon on view.

ALL models supplied, part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6041. (N4018)

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ROSE & YOUNG, Ltd., Jaguar agents. LET us supply your new model.—Sales and Service; 65-69, St. Nicholas Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulsa Hill 6464. (N3057)

KDM & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gros. 5551. (N2054/R)

COOMBS & SONS (GUILFORD), Ltd., for Jaguar sales and service. MAIN agent for South-West Surrey.—St. Catherine's Garage, Guilford 62907-9. (0244/R)

NEW Jaguars, good deliveries most models in stock. Main Dealers.—The County Garage (M. & H.), Ltd., Lancaster Rd., Morecambe. Tel. 207. (0068/R)

IMMEDIATE delivery new Jaguar Mark VII M, overdrive, black, tan upholstery.—Moore's Presto, Tamworth Rd., Croydon 6004. (8119)

NEW Jaguar Mark VII for immediate delivery.—D. J. Shepherd & Co. (Exeter), Ltd., 436, Hertford Rd., Exford, Howard 1631. (N4009)

W. T. RICHARDS (BEXLEYHEATH), Ltd., Jaguar area dealers; early delivery Mark VII saloons, part exchanges.—74-78, Broadway, Bexleyheath, Tel. 1668. (0814/R)

HILLWOOD MOTORS for Jaguars.—Mark VII Series M for early delivery, your car taken in part exchange; easy h.p. terms.—565-571, Watford Way, Mill Hill, N.W.7. Mill Hill 4292. (N4030)

SIDNEY MARCUS, Ltd., accredited agents; early delivery all models, first-class after-service.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3657/6870. (N3006)

R. P. POWELL MOTORS, Ltd., East London area dealers.—Mark VII M model available for immediate demonstration and inspection.—321, Romford Rd., Forest Gate, E.7. Maryland 5418. (0439)

J. DAVY presents the Jaguar for inspection and demonstration, 21 other British and Continental makes on show at 180-184, Kensington High St., W.8. Western 9641; also at 215, Brompton Road, S.W.3. Knightsbridge 4211. (N1069/R)

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ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. (N2038/R)

R. and Bradford commercials, c.p.s., sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham N.17. Tottenham 1906/7553. (0504/R)

KAISER

KAISER cars, sole concessionaires for Great Britain, sales, c.p.s., spares.—Steele Griffiths, Ltd., Canonberwell Green, London, S.E.5. Rodney 2201-6; regional depot; opposite London Airport, Hayes, Middlesex. (0309/R)

LANCIA

KDM & CHERRINGTON MOTORS. SOLE distributors for London, W.1. area, retailers throughout U.K. 9, Albemarle St., W.1. Gros. 5551. (N2054/R)

JOHN S. TRUSCOTT, Ltd., the oldest Lancia specialists. OFFICIALLY appointed retailers throughout U.K.

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JOE THOMPSON (MOTORS), Ltd., officially appointed retailers for the United Kingdom and distributors for Surrey, Middlesex and London.—91-95, Fulham Rd., S.W.3. Kensington 4858. (N4028)

LANCIA cars.—Autowork (Winchester), Ltd., distributors for the Lancia, Hants, Dorset and Wilt. send for brochure, new Lancia Appia available immediate delivery.—Southgate St., Winchester. Tel. Winchester 4965. (N1010)

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LONDON. TAYLOR & CRAWLEY, trade distributors (London postal area) and official retailers for Mercedes-Benz; all models available; exchanges and terms.—145, South Audley St. (entrance Adams Row), Mayfair, W.1. Grosvenor 6881. (N4036)

WELWYN SERVICE DEPOT, Ltd., HERTS, Bucks and Northants, Main Distributors; enquiries invited for early delivery.—Welwyn Garden City Hatfield 2178. (0611/R)

SWANMORE GARAGE, Ltd., Bournemouth. OFFICIAL Distributors (trade and retail), Mercedes-Benz; earliest deliveries all models. SWANMORE GARAGE, Ltd., 176-180, Christchurch Rd., Bournemouth. (Tel. South-bourne 43344.) (N4024)

WORKING MOTORS (MAYBURY HILL), Ltd., DISTRIBUTORS for Surrey and Sussex; all models available; exchanges and terms.—Woking 4277-8. (N4057)

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MIDLAND Counties distributors; demonstrations of all models.—Carol's Garage, Ltd., Wolverhampton Rd., Oldbury, Birmingham. Broadwell 1285/2700. (0176/R)

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, distributors for Lancashire and Cheshire, sales, spares, service.—Tel. Ardwick 7338. (0265/R)

SUFFOLK, Cambridgeshire and Norfolk distributors for Mercedes cars; demonstration cars in stock and available on application to O. G. Barnard & Sons, Ltd., Stowmarket. (0891)

DAVIES MOTORS, Ltd., official distributors.—Current demonstration car available; early delivery of all models, full service and spare facilities.—575, London Rd., Staines, Tel. 4211-5. (N1060)

GALT OF GLASGOW, main agents thoroughly recommend these magnificent cars, earliest deliveries, demonstrations.—James H. Galt, Ltd., 33, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7538. (0864/R)

A NEW motoring experience, contact the Scottish distributors for full particulars, latest models in stock.—Ingis Automobiles, Ltd., 68-78, Pitt St., Edinburgh. Tel. 26257. Main agents in the West of Scotland, James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7538. (0862/R)

INGIS AUTOMOBILES OF EDINBURGH, distributors for Scotland.—The latest 1955 models are now on show, and we invite all who enjoy motoring in the finest sense to see and try these outstanding cars, all our sales are backed by an enthusiastic service department with factory trained mechanics, and a comprehensive stock of spares.—64-78, Pitt St., Edinburgh. Tel. Waverley 5784. (0733/R)

ROWLAND SMITH for M.G. MAGNETTE saloon, and T.F. 1½-litre sports 2-seater on view.

ALL models supplied, part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6041. (N4018)

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NEW M.G. T.F. 1500, finished in green, for immediate delivery. Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1320. (N3056)

SMITH MOTORS OF DULWICH for your new M.G. T.F.—285 Rye Lane, S.E.15 New Cross 0400. (N3056)

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End Hill, N.8. Mountview 4401 offer:—

M.G. T.F., in red, list price, immediate delivery. (N2056)

JACK ROSE, Ltd., M.G. stockists for your new M.G.—Stafford Rd., Wallington, Surrey. Wallington 6677; High St., Buntingford, Surrey. Buntingford 5376. (N3056)

IMMEDIATE delivery new M.G. T.F. 1500, black red upholstery.—Moore's Presto, Tamworth Rd., Croydon 6004. (8120)

STEARNS & Co. (CAR SALES), Ltd.—Come to us for your new M.G., early delivery of Magnette and 1500.—254, Brompton Rd., S.W.3. Ken. 0061. (8131)

HAMMERSMITH and Chiswick—M.G. official agents, early delivery, full service facilities.—Bogers Garages, 22, Chiswick High Rd., W.4 Chiswick 6780. (N3054)

PRIDE & CLARKE, Ltd.—£196 secures delivery new M.G. T.F.; balance over 24 months; choice of colour; exchanges welcomed.—237, Brixton Hill, S.W.2. Tel. 3664. (N3068/R)

PERFORMANCE CARS.—T.F.1500 immediate, Magnette early, immediate exchange, h.p. service, spares.—Great West Rd., Brentford, Middlesex, Ealing 8841. (N3041)

IMMEDIATE delivery, new M.G. T.F. 1500, 2-seater, choice of colours; terms, exchanges.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. (7807)

MERES & MERES, Ltd. (Est. 1893), M.G. specialists, early delivery, full service facilities.—Magnette saloon and T.F. 2-seater, various colours; part exchange and deferred terms; always in stock a number of second-hand models with M.G. guarantee.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. (N3012)

MORGAN. BASIL ROY, Ltd., Morgan distributors; full range on view; see and try Morgan fitted with TR2 engine. 161, Gt. Portland St., W.1. Langham 7733. (0510/R)

MORGAN.—Leicester and Rutland County distributors, most models from stock, part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 61519/20023. (1059)

PRIDE & CLARKE, Ltd.—£206 deposit secures delivery of Morgan Plus 4, balance over 24 months; choice of colour; exchanges welcomed.—Stockwell Rd., S.W.9. Brixton 6251. (N3068/R)

MORGAN Plus 4; prompt delivery of these cars; spares for same; huge stocks of 4/4 and 3-wheelers.—F. H. Douglas, Morgan Specialist, 14, South Ealing Rd., Ealing, W.5. Eal. 0570. (0728/R)

RAYMOND WAY, the hire-purchase specialists, for your new Morgan Plus 4, most models in stock; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044; open 9 to 8 six days a week. (0760/R)

NEW CARS FOR SALE

MORGAN

BRAND new Morgan Plus-Four 2-seater, 2,088cc. with latest type curved radiator, built-in headlamps; immediate delivery; sent s.s. for full specification.—Motocars (London), Ltd. Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N5018]

MORRIS

ALL models supplied, part exchanges, any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4019]

PRIDE & CLARKE, Ltd., Morris agents; exchanges; terms.—237 Brixton Hill, S.W.2. Tel. 3664. [N4068/R]

SURREY MOTORS, Ltd., High St., Sutton.—Morris retail dealers; immediate delivery Morris Cowley saloon.—Tel. Vig. 4444. [N4068/R]

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for all Morris models, including light commercials.—34, Acre Lane, London, S.W.2. Brixton 4011. [N4068/R]

SMITH & HUNTER, Morris contracting agents; rotational delivery, exchanges, easier deferred terms.—576, Kensington High St., W.14. Western 2317. [N4068/R]

LANKESTER ENGINEERING Co. Ltd. officially appoints retailers Morris cars and vans, reasonable delivery.—39-43, Eton St., Kingston-on-Thames, Surrey, Tel. Kingston 5151-6. [N264/R]

MEHES & MEHES, Ltd. (Est. 1893), Morris Specialists for over 50 years; offer rotational delivery all models including commercial vehicles; part exchange and deferred payments, always in stock a number of used Morris cars with B.M.C. warranty.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [N5012]

NASH

NASH car spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5552-9. [N502/R]

OLDSMOBILE

DISTRIBUTORS (LAWRENCE), Ltd.—Sales, Services and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey, Tel. Lingfield 330-1. [N262/R]

INGOLIS AUTOMOBILES OF EDINBURGH, distributors.—Super 88 4-door saloon for immediate delivery full service facilities.—64-78, Pitt St., Edinburgh, 3. Tel. Waverley 5784. [N734/R]

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600), Service Workshops and Spare Parts, 7, Pembroke Villas (nr. Westbourne Grove), W.11 (Barwater 6626-7). [N257/R]

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.—GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus 2874-5. [N199/R]

PACKARD

SOLE Concessionaires: Leonard Williams and Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [N730/R]

PEUGEOT

TOM KNOWLES, Sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. Grosvenor 5677-4. [N262/R]

DISTRIBUTORS Peugeot, Ltd., Peugeot concessionaires for the whole of the British Isles; demonstrating the London Metropolitan Police area, other than the districts within the counties of Surrey and Kent, 127, High St., Croydon, Tel. Cro. 7211/7217. [N391/R]

PONTIAC

CONWAY MOTORS (ROVE), Ltd., 85, George St., Eves, Tel. 5293-3, South Coast distributors; new r.h.d. saloon in stock. [N726]

PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Maxman 7752-4. Also at Pontiac Works, Ferbank Rd., Ascot, Berks. [N5050/R]

PORSCHE

EUROPEAN CARS, Ltd., Porsche retailers, offer £15000 hard top model; early delivery; demonstration run can be arranged.—123-131 Old Brompton Rd., S.W.7. Frenchie 7722. [N262/R]

SOLE Concessionaires for the Type 356 1½-litre S models and Type 550 Spyder competition model.—Frazer-Nash Cars, London Rd., Isleworth, Middlesex, Hounslow 0011. [N2015]

RELIANT

RELIANT cars, £5 annual tax, 7hp.—Aston's of Coventry, Oxford St., Tel. 62421. [N372/R]

PRIDE & CLARKE, Ltd., Reliant Regal; £77 deposit secures immediate delivery, balance over 24 months; exchanges welcomed.—Stockwell Rd., S.W.9. Brixton 6251. [N364/R]

RAYMOND WAY for your Reliant Regal 3-wheeler; immediate delivery, cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maids Vale 6044. [N778/R]

RENAULT

FRED GUY for new Renaults, immediate delivery, 750, terms and exchanges.—198, King St., W.6. Riverside 5131. [N265/R]

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for New Renaults; immediate delivery, h.p. and part exchange.—1, Dorking Rd., Epsom 3901. [N4065/R]

RAYMOND WAY for your Renault 750 saloon, immediate delivery, cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maids Vale 6044. [N777/R]

RENAULT—Leicester and Rutland County distributors, 750cc and 2-litre from stock, part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester, Tel. 60319/20023. [N1059/R]

METROPOLIS GARAGES, Ltd., the Renault distributors for sales, service and spare parts for all models.—1-31, Macleod Rd., (Olympia), W.1. Chis. 5385-6-7. [N262/R]

RENAULT sales and service, immediate delivery of 750 de luxe saloons, in all colours; h.p. arranged. —Witcher & Son, 55-75, Cadogan Lane, London, S.W.1. Sloane 4126. [N156/R]

PRIDE & CLARKE, Ltd.—£150 secures delivery of the new 750 saloon, balance over 24 months; exchanges welcomed.—Stockwell Rd., S.W.9. Brixton 6251. [N364/R]

RENAULT

WEST Norfolk Whisker's for your new Renault 750 r.f. Freigate, exchange welcome, terms to 2 years, demonstration cars available, 7 days a week.—Charles Whisker, Ltd., Dersingham, King's Lynn, Dersingham 210. [N787]

AUTO SALES (LONDON), Ltd., are North London distributors of the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. Mal. 5555. [N110/R]

RILEY

NEW Rileys from stock. RIPCOT, Ltd., 16, Albemarle St., W.1. Hyde Park 2552-5-4. [N5052]

HALLS (FINCHLEY), Ltd., AREA dealers for Riley cars, 1½-litre saloons for immediate delivery; part exchange, h.p. terms.—Odeon Parade, North Finchley, N.12. Hill 1044. [N778]

1½-litre, delivery ex stock, one only.—Montrose 11 Motors, Wembley 2636. [N765/R]

SMITH MOTORS OF DULWICH for Rileys, terms, exchanges.—255, Rye Lane, S.E.15. New 2 0462. [N530/R]

CLARKE & SIMPSON, Ltd., Riley Sales & Service, offer immediate delivery, 1½-litre, all colours and 29, Sloane Square London, S.W.1. Tel. Sloane 4727. [N5018]

RILEYS—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N5018]

KDM & CHERRINGTON, Ltd., offer immediate delivery of 1½-litre Rileys in choice of colour.—9, Albemarle St., W.1. Gro. 5551. [N2054/R]

ALPE & SAUNDERS, Ltd., Riley Agents, offer immediate delivery 1½-litre saloon, black, tan leather, Providence Court, North Audley Street, Mayfair 2941. [N1006]

GALT OF GLASGOW, official retailers.—1½-litre Riley for immediate delivery; full particulars will be supplied.—52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7593. [N265/R]

HAROLD SIMONS, Ltd., official retailers; exchanges; easy terms. Junction of saloon, North Road, North Circular Rd., 397-401, High Rd., East Finchley, N.2. [N4065]

JOHN S. TRUSCOTT, Ltd., official retailers.—1½-litre J models immediately; orders for Pathfinder accepted for early delivery.—173, Westbourne Grove, W.11. Bay 4274. [N4055]

PRIDE & CLARKE, Ltd.—£302 deposit secures delivery of new Riley 1½ saloon; balance over 24 months; choice of colour; exchanges welcomed.—Stockwell Rd., S.W.9. Brixton 6251. [N3668/R]

ROLLS-ROYCE

CAR MART, Ltd., OFFICIAL retailers offer for future delivery the Rolls-Royce Silver Dawn saloon and a range of coachwork on Silver Wraith chassis by leading coachbuilders. CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner Piccadilly). Grosvenor 3434. [N1039/R]

GROSE, Ltd., Northampton, OFFICIAL Rolls-Royce retailers. SHOWROOMS and service. SAREFAIR, Northampton, Tel. 4540. [N520/R]

DAVID ROSEFIELD, Ltd., OFFICIAL Rolls-Royce and Bentley retailers. SHOWROOMS: 1-5, Peter St., Manchester, 2. PHONE: Blackfriars 4942. [N1039/R]

SERVICE station: Cheetham Hill Rd., MANCHESTER, 8. Tel. Blackfriars 2302. [N561/R]

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce retailers and service agents.—Showrooms and Head Office, 3-5 Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 2622. [N139/R]

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [N249/R]

1955 brand new and unregistered Rolls Silver Wraith saloon by Freestone & Webb, black and silver, fitted with automatic gear box, cost over £7,000; this car has just been delivered and is for sale owing to death.—Box 2364. [N8059]

ROVER

HENLYS, England's leading Motor Agents. ROVER distributors. DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287). [N287/R]

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444). [N134/R]

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N126/R]

COMBS & SONS (GUILDFORD), Ltd., for Rover sales and service. MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8. [N245/R]

KDM & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gro. 5551. [N2054/R]

KJ MOTORS, Ltd., N.W. Kent's leading Rover main dealers.—Bromley, Rav. 3456. [N287/R]

DORKING MOTOR Co., Ltd., main dealers Rover 60, 75 and 90.—Dorking 2364. [N1088/R]

BEKHILL, F., Dodson, Ltd., Rover distributors, Suckville Garage, Middlesex Rd., Tel. 2382/3. [N5951/R]

CROYDON Main Agents, Leathwood's Garages, Ltd., 203, St. James's Rd., Croydon, Tho. 1222. [N5063/R]

ROVER

W. T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers; part exchanges.—74-78, Broadway, Bexleyheath, Tel. 1668. [N912/R]

BIRMINGHAM—Barton Motors, Ltd., Rover stockists; delivery enquiries invited for the 1955 models.—7, Broad St., Midland 2437. [N215/R]

DELIVERY enquiries invited by the Rover distributors for North Devon.—Elliot's of Bideford, (Tel. 744). [N7754]

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marfair, Northampton, Tel. 4340. [N001/R]

ROSENFELD for Rover distributors for Lancashire and Cheshire.—David Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [N086/R]

SIMCA

H. C. PAUL, Ltd., SEE and try the new Simca Aronde; orders accepted for immediate delivery.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. [N5040]

FIAT (ENGLAND), Ltd., WATER RD., Wembley, Tel. Perivale 5651. SOLE Concessionaires

IN Great Britain and Northern Ireland for Simca spares and service Distributors and Dealers throughout the country. [N065/R]

SPURLING MOTOR BODIES, Ltd., Distributors for Bedford and Hertford.—Lower High St., Watford, Tel. Watford 4491. [N032/R]

NEW Simcas, all models, largest selection; distributors for immediate delivery.—Anthony Crook Motors, Caterham Hill, Surrey, Tel. 2232/3. [N1063/R]

THE Simca Aronde for immediate delivery; demonstration gladly given; h.p. terms, part exchanges.—Metamet, Woodhouse Rd., N.12. Enterprise 6356. [N7523]

DAVIES MOTORS, Ltd., official distributors, current demonstration car available; immediate deliveries, full service and spares facilities.—275, London Rd., Staines, Tel. 4211 (5 lines). [N1090/R]

SIMCA—Full information and delivery details from J. Leicestershire and Rutland distributors; part exchanges.—Cox's Motors (Leicester), Ltd., 11-15, Conduit St., Leicester 60319. [N1059/R]

SIMCA cars.—Autowork (Winchester), Ltd., distributors of Simcas cars, very reasonable delivery, send for literature.—Southgate St., Winchester, Tel. Winchester 4965. [N1010/R]

MAYFAIR GARAGES, Ltd.—West End retail dealers and stockists of the new Aronde saloon; £864/11/7 including purchase tax; immediate delivery from stock; demonstrations.—Balderton St. (opposite Selfridges clock), W.1. Mayfair 3104/5. [N3009/R]

J. DAVY, distributors, presents the Simca for inspection and demonstration; 21 other British and Continental makes on show at 180-184, Kensington High St., W.8. Western 9641; also at 215, Brompton Road, S.W.3. Knightsbridge 4211. [N1069/R]

YOU will like the new Simca Aronde, a car to take in its stride all kinds of rough surfaces, slippery or snowy roads, just like a Grand National winner, it is a car well worth trying and one which will gain full marks from your family and friends for the way in which it will respond to your skillful driving; your present car welcome in part payment at its current market value and of course there is no need to dip too deeply into your pocket, we can arrange a few shillings a day with two years to pay.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Rd., London, N.W.2. Gladstone 2231. Open week-days 8 a.m. to 6 p.m. [N2006/R]

SINGER

PILCHERS, Ltd., 314, Kingston Rd., S.W.20. Liberty 2350—immediate delivery of the Singer Hunter saloon. [N4977/R]

TRADE and retail agents, full range on show at the 100% Singer specialists, Autometers, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 6291. [N0757/R]

J. DAVY, distributors.—The entire Singer range available for inspection; a demonstration; 21 other British and Continental makes on show at 180-184, Kensington High St., W.8. Western 9641; also at 215, Brompton Rd., S.W.3. Knightsbridge 4211. [N1069/R]

STANDARD

SHAW MOTORS, Ltd., PLACE your order now for earliest delivery of all models; part exchanges deferred terms; open day and night.—Shaw Motors, Ltd., 656-676, Garratt Lane, S.W.1. Wim. 3031-2-3. [N4008/R]

GATEHOUSE, offer: NEW Standard Vanguard saloon, green, list price.—N. Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N2021/R]

HALLS (FINCHLEY), Ltd., AREA dealers for Standard and Triumph, all models for inspection and demonstration, part exchange, h.p. terms.—Odeon Parade, North Finchley, N.12. Hill 1044. [N777]

ROWLAND SMITH for Standard, FULL range including Eight basic and de luxe, Ten and Vanguard saloons, available for immediate delivery.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018/R]

BERKELEY SQUARE HOUSE GARAGE, Ltd., EXCLUSIVE Standard & Triumph retail dealers, offer for immediate or early delivery, all Standard models with service on the spot; day and night garage facilities.

BERKELEY SQUARE, London, W.1. Grosvenor 4343. [N0856/R]

IMMEDIATE delivery Standard 10 saloons; part exchange terms. MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5575 and 7879. [N3905/R]

NEW CARS FOR SALE

STANDARD

IMMEDIATE delivery new Standard and 10 saloons, choice colours, part exchanges, terms. S.W.15. Kin. 5333. [N4060]

XL SERVICE STATION, Kingston Vale, S.W.15. Pri. 6159. [N4100]

STANDARD 8 saloon from stock; exchange.—Pri. 6159. [N4100]

STANDARD 8 saloon, grey/red heater, immediate delivery.—Salmons Garages, Ltd., Temple Bar 3553. [N4029]

W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph agents, part exchanges.—74-76, The Broadway, Bexleyheath. Tel. 1666. [0515/R]

STEARNS & Co. (CAR SALES), Ltd.—Estate car in stock; also 8, 10s. and Vanguard saloons.—254, Brompton Rd., S.W.3. Ken. 0061. [6129]

1/5TH deposit, balance 24 months, secures quick delivery of new Standard 8 and 10 saloons.—New Cross Car Mart, Tideaway 2908. [N3094]

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0415/R]

STANDARD 10 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009]

STANDARD 8 saloon.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3016]

STANDARD 8 10 and Vanguard, immediate delivery.—Premier Motors, 295-7, Lewisham High St. S.E.13. Lee 1051. [N3083]

STANDARD Vanguard.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3016]

JOHNSON & TRUSCOTT, Ltd., official retailers.—Immediate delivery of all models.—173, Westbourne Grove, W.11. Bay. 4274. [N3083]

ERSKINE, Woking, for most Standard cars; exchange and immediate h.p. terms.—F. Erskine & Sons, Ltd., Tel. Woking 330. [N2051]

SIDNEY MARCUS, Ltd., early delivery from stock, all models, First-class After Service.—33, Finsbury St., S.W.1. Epsom 6970. [N3006]

STANDARD 10 saloon.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3016]

JACK ROSE, Ltd., Standard and Triumph stockists for your new Standard and Triumph.—High St., Banstead, Surrey, Burgh Heath 2576. [N3056]

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0026/R]

METROPOLIS GARAGES, Ltd., the Standard Agents for sales and service; new Standard 8s, for immediate delivery choice colours.—1-11, Maclellan Rd., Olympia, W.14. She. 5385-6-7. [0600]

IMMEDIATE delivery new Standard Vanguard Estate car.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, London, W.C.2. (Adl. Leicester Square Tube Station.) Temple Bar 3588. [N1027]

PRIDE & CLARKE, Ltd.—197 secures immediate delivery new Vanguard; balance over 24 months; exchanges welcomed.—237, Brixton Hill, S.W.2. Tel. 3664. [N3068/R]

STANDARD 8 saloon, grey/blue, list price, exchanges. S.W.18. (Few minutes Clapham Junction.) Bait. 2252. [N5022]

HILLWOOD MOTORS for Standards.—All models for immediate or early delivery; your car taken in part exchange; easy h.p. terms.—565-571, Watford Way, Mill Hill, N.W.7. Mill Hill 4232. [4391]

L. F. DOVE, Ltd., the Standard and Triumph main agents, have a full range of demonstration models available; part exchanges; hire purchase; order now for the spring.—69, The Broadway, Wimbledon, S.W.19. Liberty 3456. [N1077]

WILSONS AUTOMOBILES & COACHWORKS, Ltd., can offer immediate delivery of 8 and 10hp models, also Vanguard and light commercial.—34, Acre Lane, S.W.2. Brixton 4011; and 1, Dorking Rd., Epsom 3901. [N4065/R]

DUDLEY COBOLD AUTOMOBILES for immediate delivery new Standard Vanguard and 10 saloons; early delivery of 8 basic and 4 use models; part exchange terms.—206, 210, 216, The Broadway, Wimbledon, S.W.19. Cherrywood 3566-7. [6290]

STANDARD & Triumph distributors in Surrey since 1911. Immediate delivery Phase II Vanguard saloons; choice of colour; also diesel engine saloons; demonstration cars available.—Lanckester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-6. [0402/R]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer immediate delivery Standard 10, grey/black leather, heater, Standard 8 de luxe, green, red P.V.C.; maximum hire purchase terms available, one-fifth down, balance over 2 years. [N1001]

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 388, Euston Rd., N.W.1. Euston 4444.—Spares for all models. Hawley Cres. Camden Town. Gul. 4141. [0091/R]

SUNBEAM

IMMEDIATE delivery, new Sunbeam convertible.—J. Rawson & Sons, Ltd., Mount Pleasant, Tunbridge Wells, Tel. 3494-5. [7755]

NEW Sunbeam coupe, crystal green, overdrive; list price 1,261/19/2.—Avon Motors (Salisbury), Ltd., Rampart Rd., Salisbury, Tel. 5191. [7701]

F. ERSKINE & SONS, Ltd., for new Sunbeams and all Roovers products, early delivery, demonstrations any distance.—Brookwood, Woking, Surrey. Tel. Brookwood 3552. [N2051]

J. DAVE presents the Sunbeams for inspection and demonstration; 21 other British and Continental makes on show at 180-184, Kensington High St., W.3. Western 9641; also 215, Brompton Rd., S.W.3. Knightsbridge 4211. [N1069/R]

SUNBEAM-TALBOT.—Smith Auto Co., Ltd., main dealers for Roovers Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd., Croydon. [0869/R]

SWALLOW DORETTI

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.

SWALLOW DORETTI distributors in areas of Surrey, Sussex and Kent. [0892/R]

L. F. DOVE, Ltd., the Doretti centre.—Your car in part exchange; hire purchase facilities; send for details.—69, The Broadway, Wimbledon, S.W.19. Liberty 3456. [N1077]

LANKESTER ENGINEERING Co., Ltd., 80/85, Victoria Rd., Surbiton, distributors in Surrey for Swallow Doretti, offer immediate delivery; demonstration car available.—Elmbridge 1184/5. [0339/R]

J. DAVE.—Distributors for the Swallow Doretti, which can be seen in attractive colour range for inspection and demonstration; 21 other British and Continental makes on show at 180-184, Kensington High St., W.3. Western 9641; also 215, Brompton Rd., S.W.3. Knightsbridge 4211. [N1069/R]

TRIUMPH

ROWLAND SMITH'S for Triumph.

LATEST TR2 Sports on view.

ALL models supplied; part exchanges, any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4016]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Standard & Triumph retail dealers, offer for immediate delivery, all Triumph models with service on the spot; day and night garage facilities.

BERKELEY Square, London, W.1. Grosvenor 4343. [0840/R]

1955 model, white TR2; immediate delivery.—R. J. Motors, Ltd., Bromley, Ravensbourne 3485. [0285/R]

TR2—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3016]

TRIUMPH sports TR2; immediate delivery.—Premier Motors, 295-7, Lewisham High St., S.E.13. Lee 1051. [N3083]

TR2, black and red, immediate delivery.—Jack Croxford & Co. (Motors), Ltd., Nth. Audley St. Mayfair 5242. [N5030]

PRIDE & CLARKE, Ltd., Triumph Renew, TR2; immediate delivery; exchanges welcomed; terms.—237, Brixton Hill, S.W.2. Tel. 3664. [N3068/R]

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0026/R]

HILLWOOD MOTORS for Triumphs.—TR2 for immediate delivery; your car taken in part exchange; easy h.p. terms.—565-571, Watford Way, Mill Hill, N.W.7. Mill Hill 4232. [4392]

J. DAVE presents the Triumph TR2 for inspection and demonstration; 21 other British and Continental makes on show at 180-184, Kensington High St., W.3. Western 9641; also 215, Brompton Rd., S.W.3. Knightsbridge 4211. [N1069/R]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer immediate delivery Triumph TR2, signal red, 10in brake drums; maximum hire purchase terms available, one-fifth down, balance over 2 years. [C1001]

STANDARD & Triumph (distributors in Surrey since 1911), immediate delivery TR2 models of choice; demonstrator available.—Lanckester Engineering Co., Ltd., 50/53, Victoria Rd., Surbiton. Tel. Elmbridge 1184-5. [0693/R]

L. F. DOVE, Ltd., the London TR2 centre.—Buy your TR2 from the first specialist centre; sales, service, spare parts, choice of specification and colour for quick delivery; part exchange hire purchase.—Send for details of Hard Top Conversion to 69, Broadway, Wimbledon S.W.19. Liberty 3456. [N1077]

VAUXHALL

VAUXHALL cars.—Shaw and Kilburn, Ltd., Showrooms.—4-6, Berkeley Sq. W.1. Grosvenor 4328. [0019/R]

PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R]

KEITH & BOYLE (Ldn.), Ltd., Terminal House, 80, Clapham Rd., S.W.9 (close to Oval Underground). [0698/R]

VAUXHALL main dealers, spare parts and service. Tel. Reliance 4211 (extension 10 or 19). [0698/R]

VAUXHALL—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking. Tel. Woking 1283. [N1078]

VOLKSWAGEN

VW MOTORS, Ltd.

SOLE concessionaires, Great Britain and Northern Ireland.—Cars available for early delivery.—Byron House, 7-9, St. James's St., London, S.W.1. Whi. 3501. [0648]

COLBORNE GARAGE, Ltd., Ripley, Surrey.

BUY your new Volkswagen from the Volkswagen Centre.

ORIGINAL U.K. Specialists and leading Distributors. (Demonstrator vehicles available including the commercial and utility range.—Tel Ripley 2361. [0017/R]

SSEX distributors, Freshwick (Hove), Ltd., 81, John's Rd., Hove. Tel. 34037/8. [0190/R]

CROYDON.—H. Harmer Car Sales, Ltd., Area Dealers, 444/8, Brighton Rd., South Croydon. Croydon 5225. Upanda 5629. [0187/R]

EUROPEAN CARS, Ltd., distributors for London Western districts; early delivery, demonstrations; exchanges; terms; also vans, pick-ups and buses. [N2051]

129—151, Old Brompton Rd., S.W.7. Fre. 7122. [0290/R]

SOUTH Yorkshire and North Derbyshire.—Distributors, J. Gilder & Co., Ltd., Cambridge St., Sheffield, 1. Tel. 26358-9. Complete facilities. [0128/R]

SALOON de luxe from stock; hire finance, exchange.—Tarrant & Frazer, 10, Winchester Mews, N.W.5. Pri. 6159. [N4100]

VOLKSWAGEN

PERFORMANCE CARS. Official Agents.—Immediate exchange, h.p. service.—Great West Road, Brentford, Middlesex, Ealing 9841. [N3084]

PRIDE & CLARKE, Ltd., South London distributors.—Exchange your car for the latest Volkswagen; terms.—Stockwell Rd., S.W.3. Brixton 6251. [N3068/R]

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, distributors for Lancashire and Cheshire, sales, spares, service.—Tel. Ardwick 6301-7. [0519/R]

DAVIES MOTORS, Ltd., official distributors.—Current demonstration car available; delivery from stock; fuel service and spares facilities.—275, London Rd., Staines, Tel. 4211 (5 lines). [N1000]

V&F MONACO MOTORS for Volkswagens; buy your new Volkswagen from the firm which concentrates exclusively on the VW and handles no other make; also specialised repair service, spares.

V&F MONACO MOTORS, 6, Ashwood Mews, Courtyard Rd., S.W.7 (near Clarendon Road Station). Fremantle 4414. [0651/R]

J. DAVE presents the Volkswagen for inspection and demonstration; 21 other British and Continental makes on show at 180-184, Kensington High St., Western 9641; also 215, Brompton Rd., S.W.3. Knightsbridge 4211. [N1069/R]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, main distributors for W. Herts and Bedfordshire, offer early delivery of 8 de luxe and standard saloons, also commercial vehicles; maximum hire purchase terms available, one-fifth down, balance over 2 years. [N1001]

VOLKSWAGEN sports saloon, 80mph and 30mpg, the cheapest possible form of high-speed motoring; immediate delivery from stock of Strato-silver de luxe saloon, all the benefits of a standard Volkswagen can give plus sports car performance; arrange to try one by appointment.

WEST ESSEX ENGINEERING Co., Ltd., Market Square, Abridge, Essex. Theydon Bois 2077. [0014/R]

OFFICIAL main dealers of the V.W. Europe's most popular car because of its economy performance and long life, saloons from £599/13/4, exchanges, licences, demonstrations with spares, also pick-ups, buses, vans, completely new standards in regional economy, double the distance at half the cost.—Details.—

BENMOTORS, 1, Clarendon Rd., London, W.11. (50 yds Holland Park Tube.) Park 5066. [N1017]

WILLYS

WILLYS cars, sole concessionaires for Great Britain, sales, service, spares.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Berdine 2201 (a regional depot, opposite London Airport, Hayes, Middlesex). [0812/R]

WOLSELEY

EW

EUSTACE WATKINS, Ltd., sole London distributors; confidential h.p. terms; open 9-7 week-days and change and hire purchase.—2, Berkeley St., W.1. (Mayfair 5951). [N4046]

SHAW MOTORS, Ltd.

PLACE your order now for earliest delivery of all models; part exchanges, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane S.W.17. Wilm. 3051-2-3. [N4008]

ROWLAND SMITH for Wolseley.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4016]

PRIDE & CLARKE, Ltd., Wolseley agents.—Exchanges welcomed; terms.—237, Brixton Hill, S.W.2. Tel. 3664. [N3068/R]

LYNE FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End Hill, N.8. Mountview 4401, offer.

WOLSELEY 4/44 saloon list price, immediate delivery. [N2058]

KD M & CHERINGTON, Ltd., offer immediate delivery of 4/44 Wolseley in choice of colour.—2, Albemarle St., W.1. Giv. 5201. [N2058/R]

NEW Wolseley 4/44 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009]

R. C. WIMBUSH, Ltd.—Wolseley stockists, part exchange, hire purchase facilities.—512, Earls Court Rd., London, S.W.5. Fremantle 8401-3. [N4054]

C. W. J. COLES, Ltd., official agents, offer early delivery of Wolseley 4/44; orders taken for 6/90 model.—18, Blunt Rd., south Croydon. Croydon 0074-5. [0564]

JACK ROSE, Ltd.—Wolseley stockists for your new Wolseley.—Stafford Rd., Wallington, Surrey, Wallington 6677; High St., Banstead, Surrey, Burgh Heath 2376. [N3056]

MERES & MERES, Ltd. (Est. 1893), the Wolseley specialists for past 30 years, offer immediate delivery of 4/44 and related delivery 6/44 saloons, various colours; part exchange and extended payments; always in stock a number of used Wolseley cars with B.M.C. warranty.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [N3012]

MISCELLANEOUS CARS

ROWLAND SMITH'S for new cars, all makes supplied; stockists for Austin, Ford, Jaguar, M.G., Rover, Standard, Triumph and Wolseley. [N2058/R]

PART exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [0017/R]

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. [0084/R]

MARSTON MOTOR Co., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, phone or write.—Marston Motor Co., Ltd., Sta. 8000. [0715/R]

COMMERCIAL VEHICLES

NEW Morris J-type 10cwt van, primer, immediate delivery, cash or terms up to maximum period.—Widmore & Sons, 10, Clarendon Rd., E. Epsom, S.W.2. Brixton 4011. [N3055/R]

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

NEW CAR SECTION

A.C.

BIRMINGHAM—Smithfield Garage Ltd., Digbeth. Tel. Midland 4577/8/9. A.C. distributors.

BOURNEMOUTH—Swanmore Garage Ltd., 1176-1180, Christchurch Rd., Boscombe East. Southbourne 43344 & 43345. Distributors.

LANOS (S.W.)—CHESHIRE, N. WALES.—Brown & Peacock (Witral), Ltd., Three Ways Garage, Clatterbridge. Tbermoes House 325. Distributors.

LONDON, W.1—Godfrey, Ltd., 208-210, Gt. Portland St. Tel. Euston 4632/4. A.C. Pettie main dealers.

LONDON, N.15—Godfrey, Ltd., 94 & 96, Egh Rd., Tottenham. Stamford Hill 9960. A.C. Pettie main dealers.

LONDON, E.6—Godfrey, Ltd., 220, Barking Rd. East Ham. Grangewood 0933. A.C. Pettie main dealers.

LONDON, E.7—Godfrey, Ltd., 418, Romford Rd. Forest Gate. Grangewood 1234/5. A.C. Pettie main dealers.

LONDON, E.11—Godfrey, Ltd., Bushwood Corner, Leytonstone. Wantstead 2433. A.C. Pettie main dealers.

WORTHING (Sussex)—K. N. Rudd (Engineers), Ltd., 65-69, Victoria Rd. Tel. Worthing 7773/4. A.C. distributors.

ALFA-ROMEIO

BRIDGWATER (Somerset)—W. E. Challice, Ltd., Cannington. Tel. Coombich 228. Alfa distributors.

ALLARD

LONDON, S.W.4—Allard Motor Co., Ltd., 24-28, Clapham High St. Macculay 3201. Allard car manufacturers.

ALVIS

COBHAM (Surrey)—Thomson & Taylor (Brooklands), Ltd., Portsmouth Rd. Tel. Cobham 2848/9. Sole concessionaires.

NEWCASTLE-UNDER-LYME (Staffs)—Henry Parr & Son, Ltd., Brunswick St. Tel. 67321/2. Alvis distributors.

NORWICH—The Reliance Garage (Norwich), Ltd., Higham St. Tel. Norwich 20566/7. Alvis distributors.

ARMSTRONG SIDDELEY

BEXHILL-ON-SEA—L. Russell & Co., London Rd. Tel. Bexhill-on-Sea 485. Armstrong Siddeley main agents.

BIRMINGHAM—Frank Moseley (Auto & Service Sales), Ltd., 4, Edmundo St. Cen. 6928. Armstrong Siddeley distributors.

CHEAM (Surrey)—Cheam Motor & Engineering Co., Ltd., Ewell Rd. Tel. Ewell 0125/6/7. Area dealers.

CROYDON—Central Garage (Croydon), Ltd., Fell Rd. Tel. Croydon 7464. Armstrong Siddeley main dealers.

CROWBOROUGH—V. F. M. Motors, Ltd., Croft Rd. Tel. Crowborough 3398. Armstrong Siddeley retail dealers.

FELTHAM (Middlex)—Hutton Cross Garage, Great South West Rd. Tel. Feltham 2176. Armstrong Siddeley stockists.

FOLKESTONE—C. L. & H. L. Blundell, Ltd., Christchurch Rd. and Bouverie Rd. West. Tel. 2726 & 5669. Retail dealers.

HARLOW (Essex)—Parsons & Parsons (Garages), Ltd., Tel. Potter St. 121/2/3. Main dealers W. Essex.

LONDON, N.W.3—Walter Scott Motor Co., Ltd., 39, College Crescent, Eampstead. Primrose 5914. Sub dealers.

LONDON, E.10—Perkins Garages, Ltd., 439-451, High Rd. Leytonstone 3000, 1879 & 4676. Main agents.

LONDON, W.1—Charles Follett, Ltd., 18, Berkeley St. Tel. Mayfair 6266. Armstrong Siddeley agents.

NEWTON ABBOT—Seymour Hurwell Garages, 14 Courtenay St. Newton 545 & 1885. Armstrong Siddeley main agents.

ROMFORD (Essex)—Romford Motor Co., 181, South St. Tel. 2211. Armstrong Siddeley retail dealers.

TONBRIDGE (Kent)—Tonbridge Motor Service, Ltd., Tel. Tonbridge 3289. Armstrong Siddeley area dealers.

WALTHAM CROSS (Herts)—Arlington Motor Co., Ltd., High Rd. Tel. Waltham Cross 2760. Armstrong Siddeley dealers.

WINCHESTER (Hants)—Winchester Motor Co., Ltd., St. Cross Rd. Tel. Winchester 3231/2. Armstrong Siddeley dealers.

ASTON MARTIN

CATERHAM—Anthony Crook Motors, Ltd., 36-38, Town End. Tel. Caterham 2232/3. Aston Martin distributors.

NORWICH—Bosher of Norwich, Ltd., Chapel Field Rd. Garages. Tel. Norwich 24184 (3 lines). Area dealers.

ST. NEOTS (Hunts)—Ireland Bros. (St. Neots), Ltd., New St. Tel. 37. Aston Martin distributors.

AUSTIN

BARNLEY—Eyre Bros. (Barnley), Ltd., The Garage. Tel. Barnley 2461 & 3912. Austin main dealers.

BIRMINGHAM—The Birches Garage (Hall Green), Ltd., 1364-70, Stratford Rd., Hall Green. Springfield 1131-2. Main agents.

BIRMINGHAM, S.—Smithfield Garage, Ltd., Digbeth. Tel. Midland 4577/8/9. Austin retail dealers.

BLANDFORD FORUM (Dorset)—Flanders' Garage, Whitecliff, Mill St. Tel. Blandford 57. Austin main dealers.

BLETCHLEY (Bucks)—E. Vaughan, 10-14, Aylesbury St. Tel. Bletchley 166. Austin dealers.

AUSTIN—Continued

BOURNEMOUTH—Bournemouth Imperial Motors, Ltd., 155-7, Old Christchurch Rd. Tel. 6365 (4 lines). Austin distributors.

CAMBRIDGE—Marshalls (Cambridge), Ltd., Austin House, 18, Jesus Lane. Tel. 4215. Austin distributors.

CHISWICK (London, W.4)—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd. Chiswick 0911. Direct retail dealers.

COULSDON (Surrey)—Star Lane Garage, Ltd., 70, Brighton Rd., Hooley. Tel. Downland 237. Area dealers.

COVENTRY—Sam Robbins, Ltd., The Austin Depot, Cox St. Tel. 63242/3. Austin main dealers.

CROWBOROUGH—V. F. M. Motors, Ltd., Croft Rd. Tel. Crowborough 3398. Austin retail dealers.

CROYDON (Surrey)—Leathwood's Garages, Ltd., 203, St. James's Rd. Tel. Thornton Heath 1222. Austin retail dealers.

CROYDON—Milne & Russell, Ltd., 1, Brighton Rd. Tel. Croydon 3656/7/8. Austin main dealers.

EDGBURGH (Middlex)—Deansbrook Garage, 130, Hale Lane. Tel. Mill Hill 2244. Austin stocking dealers.

EDMONTON, N.9.—Grove Garage & Motors, 295-7, Fens St. Edmonton 4162 & 6050. Austin retail dealers.

ENFIELD—D. J. Shepherd & Co., Ltd., 434-6, Hertford Rd. Tel. Howard 1631. Austin dealers.

ENFIELD (Middlex)—Richard France, Ltd., 63 & 65, Lancaster Rd. Tel. 6727. Austin retailers.

ENFIELD (Middlex)—The Old Oak Motor Co., Ltd., 79, Windmill Hill. Enfield 2261. Austin dealers.

EWELL (Surrey)—A. W. Houghton (Ewell), Ltd., 5, Ruxley Lane. Tel. Ewell 5000. Austin retail dealers.

EXETER—P. Pike & Co., Ltd., Aliphington St. Tel. 55241. Austin distributors.

FAVERSHAM—Fitt Auto Services, Ltd., Faversham Garages. Tel. Faversham 2255/6. Austin retail dealers.

GLASGOW—James Arroll, Ltd., Muirhead Ave. Tel. Maryle 1305.

GRAVESEND—Spencer Motors, Ltd., The Grove. Tel. Gravesend 5236/7. Austin retail dealers.

GRIMSBY—Grimsby Motors, Ltd., Eleanor St. Tel. Grimsby 56161/2/3. Austin distributors.

HARROW (Middlex)—Central Motors, 98, 105, 108, Pinner Rd. Tel. 1707. Austin stocking traders.

HARROW (Middlex)—G. & C. Motor Garages, Ltd., Canning Rd., Wealdstone. Tel. Harrow 3432. Austin dealers.

HARROW—Northern Motors of Harrow, 186-194, Pinner Rd. Tel. Harrow 4444. Austin retail dealers.

HEMEL HEMPSTEAD—Snozal's Garage, Ltd., London Rd. Tel. Boxmoor 153. Austin main agents.

HIGHBRIDGE (Somerset)—London House Motors. Tel. Highbridge 2089. Austin retail dealers.

JOINTHAM, Nr. Sevenoaks—Darlings Garage, Tel. Borough Green 114. Austin retail stocking dealers.

PSWICH—A. E. & L. Crawley, 7 & 9, Woodbridge Rd. Tel. 3068. Austin stocking retail dealers.

KINGSTON-ON-THAMES—Bentalls, Ltd., Wood St. Tel. Kingston 1001. Austin retail dealers.

KINGSTON-ON-THAMES—Lankaster Engineering Co., Ltd., 39-45, Eden St. Tel. Kingston 3151/4. Austin main dealers.

LAMBERTHURST (Kent)—F. J. Avars & Co., High St. Garage. Tel. Lambethurst 217. Austin retail dealers.

LANCASTER (Cornwall)—Prouds Garage, Ltd., Exeter St. & Okehampton Rd. Lancaster 11. Austin main dealers.

LIVERPOOL—H. Woodward & Son, Ltd., Altcar Works, Formby. Tel. Formby 630. Austin retail dealers.

LONDON, W.1—Godfrey, Ltd., 208-210, Gt. Portland St. Tel. Euston 4632/4. Austin main dealers.

LONDON, W.1—R. Hardy & Son, 55, Marylebone High St. Welbeck 1101/2. Austin retail dealers.

LONDON, W.1—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Tel. Grosvenor 5551. Austin retail dealers.

LONDON, W.1—Herbert & Mills, Ltd., 75, Great Portland St. Langham 3506/7. Austin retail dealers.

LONDON, W.5—Gordon Lovett, Ltd., 45, The Mall, Ealing. Tel. Ealing 4727. Austin retail dealers.

LONDON, W.6—Normand, Ltd., 405-9, King St., Hammersmith. Tel. Riv. 5665/6. Austin retail dealers.

LONDON, W.14—Drayson Motors, Ltd., 18, Hammersmith Rd. Tel. Fulham 8425. Austin retail dealers.

LONDON, W.C.1—Rapid Motor Services, 260, Gray's Inn Rd. Tel. Terminus 4124/5. Austin retail dealers.

LONDON, N.W.1—Marylebone Car Sales, Ltd., 6-11, Dorset Close, Gloucester Place. Paddington 0091. Retail dealers.

LONDON, N.W.3—Finchley Rd. Garage, Ltd., 335, Finchley Rd., Hampstead 2252. Stocking dealers.

LONDON, N.W.4—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane. Tel. Hendon 1145/6. Austin retail dealers.

LONDON, N.W.6—Turner & Savage, Ltd., 140, Willesden Lane, Kilburn. Malda Vale 4881. Austin dealers.

LONDON, N.W.6—Auto Sales (London), Ltd., 59-65, Belsize Rd. Malda Vale 5555 & 5153. Dealers.

LONDON, N.W.9—Blackbird Hill Garage, Ltd., Blackbird Hill. Tel. Colindale 6134/5/6. Austin retail dealers.

LONDON, N.W.10—J. Austin & Sons, Ltd., 139-153, High St., Harlesden. Elcar 6256/7/8. Austin agents.

AUSTIN—Continued

LONDON, N.8—Ellis & Co., 44-58, High St. Tel. Mou 2255. Austin dealers.

LONDON, E.7—Young's of Forest Gate, Ltd., 607, Romford Rd., Forest Gate. Grangewood 0027/8/9. Main agents.

LONDON, E.11—A. W. Story (Motors), Ltd., 683, High Rd., Leytonstone. Leytonstone 6671/2. Retail stocking dealers.

LONDON, E.14—Coborn Motors, Ltd., 249-251, East India Dock Rd. Poplar. East 2987. Retail dealers.

LONDON, S.E.14—New Cross Motor Co. (London), Ltd., 182, New Cross Rd., New Cross 0688. Stocking dealers.

LONDON, S.E.21—Charles H. Pickup, Ltd., 25, Dulwich Village. Gipsy Hill 0083. Austin retail dealers.

LONDON, S.E.23—Seager & Co., 175, Perry Vale. Tel. Forest Hill 1838. Austin retail dealers.

LONDON, S.W.2—Prynn & Stevens, Ltd., 57, Acro Lane. Tel. Brixton 1155. Austin retail dealers.

LONDON, S.W.2—Rose & Young, Ltd., 65-9, Sternhold Ave., Streatham Hill. Tulse Hill 6464 & 6182. Agents.

LONDON, S.W.3—J. Corydon, Ltd., 139-149, Fulham Rd. Tel. Kensington 1410. Austin retail dealers.

LONDON, S.W.5—R. C. Wimbush, Ltd., 312, Earls Court Rd. Tel. Fr 8401. Austin retail dealers.

LONDON, S.W.6—Fanner Bros. Motors (1918), Ltd., 671, Fulham Rd., Tel. Ren 4498. Main dealers.

LONDON, S.W.7—Brett Brothers, Ltd., 133, Old Brompton Rd. Tel. Fremantle 3333. Austin retail dealers.

LONDON, S.W.7—Le Grice Elers Ltd., 107-9, Old Brompton Rd. Kensington 2477/8 & 8000. Retail dealers.

LONDON, S.W.7—Rawlings Bros., Ltd., 87a, Cromwell Rd. Fremantle 8161 (10 lines). Austin retail dealers.

LONDON, S.W.8—Gee Cars, Ltd., 60-62, Queensdown Rd. Tel. Mac 3365/4. Austin dealers.

LONDON, S.W.15—Hunnersford Motors, Ltd., 201-203, Upper Richmond Rd., Putney. Tel. Putney 0222 & 3360. Retail dealers.

LONDON, S.W.15—X.L. Service Station, Ltd., Kingsdown Vale. Tel. Kingston 8333. Austin agents.

LONDON, S.W.16—Prynn & Stevens, Ltd., 14, Leigham Hall Parade. Tel. Streatham 7362. Austin retail dealers.

LONDON, S.W.16—Streatham Motor Garage & Electrical Eng. Co., Ltd., 43-45, Mitcham Lane. Streatham 8018/6. Retail dealers.

LONDON, S.W.18—Southfields Engineering Works, 60-62, West Hill Rd., Wandsworth. Tel. Putney 2736. Austin stockists dealers.

LONDON, S.W.18—Ivor Hill Ltd., Revelstoke Rd., Wimbledon. Wimbledon 5686. Austin dealers.

LONDON, S.W.18—Trinity Cars, Ltd., 94, North Side, Wandsworth Common. Vandyke 1166. Retail dealers.

MAIDSTONE (Kent)—Anstey, Ltd., Stone St. Tel. Maidstone 4272. Austin distributors.

MANCHESTER, 5.—Green & Zonis, Ltd., Automobiles, 246-252, Deansgate. Tel. Deansgate 5325/6. Austin retail dealers.

NEWBURY (Berks)—Martin & Chillingworth, Ltd., The Broadway. Tel. Newbury 678/9. Austin main dealers.

NEWCASTLE-UPON-TYNE—Holloway (Jesmond), Ltd., Fern Avenue Garage, Jesmond. Tel. 812353. Austin retail dealers.

NORTHWOOD (Middlex)—Colliver-Fisher of Northwood, Ltd., Tel. Northwood 777. Austin retail dealers.

OTLEY—King Bros. (Otley), Ltd., Cross Green. Tel. Otley 2048. Austin main dealers.

PEEBLES—Ramsay (Peebles), Ltd., Austin House. Tel. 3398. Austin main dealers.

RICKMANSWORTH (Herts)—G. Jones & Son & (Pros. H. A. Saunders, Ltd.), 54, High St. 5101 (5 lines). Main dealers.

ROMFORD—Heath Park Engineering Co., Ltd., Brentwood Rd., Gidea Park. Tel. Hornchurch 6741/2. Austin dealers.

ROMFORD (Essex)—Romford Motor Co., 181, South St. Tel. 2211. Austin retail dealers.

ROMSEY (Hants)—Wynns, Ltd., Tel. Romsey 2004/5. Austin dealers.

ROTHERHAM (Yorks)—J. Clayton & Sons, Westgate. Tel. Rotherham 5656. Austin 100% dealers.

SALISBURY (Wills)—W. Goddard & Co., Ltd., 21-45, Winchester St. Salisbury 2292. Austin distributors.

ST. HELIER (Jersey)—Jackson's Garage, Esplanade. Tel. Central 2640. Austin stocking dealers.

ST. NEOTS (Hunts)—Ireland Bros. (St. Neots), Ltd., New St. Tel. 37. Austin main dealers.

TENTERDEN (Kent)—Jarvis Bros. (Engineers), Tel. Tenterden 69. Austin retail dealers.

TOTTENHAM, N.17—Bruce Garages, Ltd., 127, Lordship Lane. Tel. 9291/2. Austin retail dealers.

TUNBRIDGE WELLS—Tunbridges of Tunbridge Wells, Vale Rd. Tel. Tunbridge Wells 3416. Austin main dealers.

TUNBRIDGE WELLS—Wards Service Garage Ltd., 519-523, St. John's Rd. Southborough 1000 (3 lines). Retail dealers.

UXBRIDGE—Phillip Foster, 106, High St., Uxbridge 4202. Austin retail dealers.

WEST HARTLEPOOL—Leming Garages, Ltd., Hart Lane. Tel. 3264. Austin main dealers.

WOLVERTON (Bucks)—W. G. Sellick & Son, New Bradwell. Tel. Wolverton 3117. Austin retail dealers.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

BENTLEY

LONDON, W.1.—Jack Barclay, Ltd., Berkeley Square, Tel. Mayfair 7444. Bentley retailers.

LONDON, W.1.—Charles Pollett, Ltd., 18, Berkeley St., Tel. Mayfair 6266. Bentley retail dealers.

BOND MINICAR

BEXHILL-ON-SEA.—L. Russell & Co., London Rd., Tel. Bexhill-on-Sea 485. Bond Minicar distributors.

NEWTON ABBOT.—Seymour Horwell Garages, Courtenay St., Tel. Newton 545 & 1885. Bond Minicar distributors.

SOUTHPORT.—Lifes Motors, Ltd., 32-36, West St., Tel. 5774.

BORGWARD

DEVIZES (Wiltshire).—Curwen & Newbery, Ltd., Tel. Devizes 46. Borgward distributors.

LONDON, E.11.—E. & T. Motors, Ltd., 655, High Rd., Leytonstone, Tel. Leytonstone 4277 & 6351. Distributors.

SLOUGH.—Bath Rd. Motors, Bath Rd., Cippenham, Tel. Burnham 705. Borgward distributors.

BRISTOL

CATERHAM.—Anthony Crook Motors, Ltd., 36-38, Town End, Tel. Caterham 2232/3. Bristol distributors.

ESHER.—Anthony Crook Motors, Ltd., 14-16, High St., Tel. 4500. Bristol distributors.

TORQUAY.—Lisburne Garage, Babbacombe Rd., Tel. 7041/2. Bristol distributors.

BUICK

LONDON, W.1.—Lendrum & Hartman, Ltd., Buick House, 26b, Albemarle St., Hyde Park 7121. Concessionaires.

CADILLAC

LONDON, W.1.—Lendrum & Hartman, Ltd., Buick House, 26b, Albemarle St., Hyde Park 7121. Concessionaires.

CHRYSLER

LONDON, N.W.6.—Auto Sales (London), Ltd., 99-65, Belgrave Rd., Maida Vale 5555 and 2155. Distributors.

CITROEN

BATH.—Widcombe Garages, Ltd., Pulteney Rd., Tel. Bath 4863. Citroen distributors.

BEXHILL-ON-SEA.—L. Russell & Co., London Rd., Tel. Bexhill-on-Sea 485. Citroen distributors.

BRENTWOOD (Essex).—Hutton Garages, Ltd., Rayleigh Rd., Tel. 2417. Citroen retail dealers.

BRIGHTON (Sussex).—Prestwich (Hove), Ltd., 26-28, St. John's Rd., Hove, 8. Tel. Hove 34037/8. Distributors.

CROYDON.—Bale & Co., Ltd., 57-59, South End, Tel. 5131. Citroen distributors.

FOLKESTONE.—C. L. & H. L. Blundell, Ltd., Christchurch Rd. and Bouverie Rd. West, Tel. 2726 & 3669. Retail dealers.

GUILDFORD.—Coombs & Sons (Guildford), Ltd., St. Catherine's, Portsmouth Rd., Guildford 62907/8/9. Main agents.

HOLSWORTHY (Devon).—Devonport Garage, Ltd., 9 Southcott, Tel. Holworthy 99. Citroen distributors.

IPSWICH.—McNamara Motors, Ltd., St. Helens St., Tel. 3775/6 & 3366. Citroen distributors.

LIVERPOOL.—H. Woodward & Son, Ltd., Altcar Works, Formby, Tel. Formby 630. Citroen distributors.

LONDON, W.11.—John B. Truscott, Ltd., 173, Westbourne Grove, Tel. Bayswater 4274. Citroen stocking dealers.

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Tel. Colindale 6134/5/6. Citroen retail dealers.

ROMFORD.—Heath Park Engineering Co., Ltd., Brentwood Rd., Gidea Park, Tel. Hornchurch 6741/2. Citroen distributors.

ST. NEOTS (Hunts).—Ireland Bros. (St. Neots), Ltd., New St., Tel. St. Neots distributors.

DAIMLER

BOURNEMOUTH.—Splink (Bournemouth), Ltd., Daimler House, Poole Hill, Tel. 3405. Daimler distributors and engineers.

COVENTRY.—W. Brandish & Sons, Ltd., White Friars St., Tel. 5361. Daimler distributors.

DORKING (Surrey).—Dorking Motor Co., Ltd., Reigate Rd., Tel. Dorking 2256. Daimler distributors.

LONDON, W.1.—Charles Pollett, Ltd., 18, Berkeley St., Tel. Mayfair 6266. Daimler agents.

LONDON, N.W.1.—Marylebone Car Sales, Ltd., 6-11, Dorset Close, Gloucester Place, Paddington 0091. Retail dealers.

LONDON, N.2.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, Finchley 0052/3/4. Retailers.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., Tel. Frenant 3333. Daimler retail dealers.

SIDCUP (Kent).—Crips Brothers (Automobile Engineers), Ltd., Main Rd., Footscray 3066/7/8. Daimler retail dealers.

WINCHESTER (Hants).—Winchester Motor Co., Ltd., St. Cross Rd., Tel. Winchester 3231/2. Daimler dealers.

FIAT

CATERHAM.—Anthony Crook Motors, Ltd., 36-38, Town End, Tel. Caterham 2232/3. Fiat distributors.

CHALFONT ST. PETER.—Motor Work (Chalfont), Ltd., Lower Rd., Gerrards Cross 2051. Fiat main dealers.

CRANSBROOK (Kent).—Mahons Garage, Ltd., High St., Tel. Fiat 2252. Fiat area dealers.

ESHER.—Anthony Crook Motors, Ltd., 14-16, High St., Tel. 4500. Fiat distributors.

LEIGH-ON-SEA (Essex).—C. P. Smith (Motors), Ltd., 1492-4, London Rd., Tel. 75357. Distributors.

FIAT—Continued

LONDON, W.1.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Square, Tel. Mayfair 0821/3. Fiat distributors.

MANCHESTER, 14.—Anderson's Garage, Ltd., Egerton Rd., Fallowfield, Tel. Rusholme 2866. Fiat distributors.

TAPLOW (Bucks).—Maldenhead Autos, Ltd., Bath Rd., Maidenhead 444. Fiat main dealers.

WOODFORD GREEN.—Hills Garages, 75-97, High Rd., Tel. Buckhurst 0541. Fiat distributors.

FORD

BANBURY (Oxon).—Youngs Garage of Banbury, Ltd., Warwick Rd., Tel. 2103. Ford main dealers.

BRENTWOOD (Essex).—J. P. Hensmans, Ltd., Brook St., Tel. Brentwood 1540. Ford main dealers.

BROMLEY (Kent).—Soane & Dunn, Ltd., Masons Hill, Tel. Rav. 4664. Ford distributors.

BROUGHTY FERRY.—Walter D. Watt & Co., Ltd., 75, Brown St., Dundee 7252/3. Retail dealers.

CARDIFF.—Heaps Garage, 29-35, Station Rd., Llandaff North, Tel. Whitchurch 671. Ford retail dealers.

CATERHAM (Surrey).—North Downs Engineering Co., Westway Garage, Tel. 2365. Ford area dealers.

CHATHAM.—Brook Garage (Chatham), Ltd., 315, 317, 319, High St. and The Brook, Tel. 3201. Main dealers.

CHelsea, S.W.1.—Clarke & Simpson, Ltd., 49, Sloane Square, Tel. Sloane 4721. Ford retail dealers.

CHIPPENHAM (Wills).—A. Smith & Sons (Stanton), Ltd., Stanton, Hurlingham 225. Retail dealers.

CHISWICK, London, W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd., Chiswick 0911. Direct retail dealers.

ENFIELD (Middlesex).—Richard France, Ltd., 63 & 65, Lancaster Rd., Tel. 6727. Ford retailers.

EPOM (Surrey).—The Farm Garage, Ltd., 28, Church St., Tel. Epom 1456/7. Ford main dealers.

FAIRFAX.—John M. Millar, Ltd., Callendar Rd., Tel. 717 (4 lines). Ford main dealers.

GOSPORT.—Erskine Motors, 72-82, Stoke Rd., Tel. 69141/2. Ford retail dealers.

GRAVESEND.—Gravesend Motors Ltd., Peiham Rd., Tel. 4254. Ford dealers.

GUILDFORD.—Coombs Service Station, By-Pass Rd., Tel. 62962/3/4. Ford distributors.

HARROW.—Northern Motors of Harrow, 186-194, Pinner Rd., Tel. Harrow 4444. Ford main dealers.

LEEDS.—D. N. Brook, Aberford Road Garage, Woodfield, Tel. Rothwell 2266. Ford retail dealers.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St., Tel. Grosvenor 5551. Ford retail dealers.

LONDON, W.1.—Herbert & Mills, Ltd., 75, Great Portland St., Langham 3506/7. Ford retail dealers.

LONDON, W.1.—Charles Pollett, Ltd., 18, Berkeley St., Tel. Mayfair 6266. Ford agents.

LONDON, W.2.—R. B. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater, Tel. Bayswater 0065. Retail dealers.

LONDON, W.6.—Normand, Ltd., 405-9, King St., Hammersmith, Tel. Riv. 3665/6. Ford retail dealers.

LONDON, W.C.1.—The Museum Garage, Ltd., 12, West Central St., New Oxford St., Tem. 6907. Dealer.

LONDON, N.W.1.—Marylebone Car Sales, Ltd., 6-11, Dorset Close, Gloucester Place, Paddington 0091. Retail dealers.

LONDON, N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane, Tel. Hendon 1145/6. Ford retail dealers.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High St., Harlesden, Elgar 6256/7/8. Ford agents.

LONDON, N.2.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, Finchley 0052/3/4. Retailers.

LONDON, N.2.—Motorists (London), Ltd., Great North Rd., East Finchley Station, Tudor 2501/2. Stocking agents.

LONDON, N.8.—Jack Williams (Motors), Ltd., 169, Priory Rd., Hornsey, Mountview 5228. Ford stocking dealers.

LONDON, N.8.—Ellis & Co., 44-58, High St., Tel. Moa. 2255. Ford dealers.

LONDON, E.10.—Perkins Garages, Ltd., 439-451, High Rd., Leytonstone 3000, 1876, 4676. Sub agents.

LONDON, E.11.—A. W. Story (Motors), Ltd., 683, High Rd., Leytonstone, Leytonstone 6871/2. Retail stocking dealers.

LONDON, E.14.—Coburn Motors, Ltd., 249-251, East India Dock Rd., Poplar, East 2967. Retail dealers.

LONDON, S.E.5.—M.A. Autos, Ltd., 63, Denmark Hill, Tel. Rodney 5765. Ford retail dealers.

LONDON, S.E.14.—New Cross Motor Co. (London), Ltd., 182, New Cross Rd., New Cross 0668. Stocking dealers.

LONDON, S.E.19.—Robin Wood Motor Works, 2a, Anerley Hill, Tel. Sydenham 5362. Ford dealers.

LONDON, S.W.2.—Adlards Motors, Ltd., 31-45, Acree Lane, Brixton, Brixton 6431. Ford main dealers.

LONDON, S.W.3.—J. Corydon, Ltd., 139-149, Fulham Rd., Tel. Kensington 1410. Ford retail dealers.

LONDON, S.W.5.—R. C. Wimshurst, Ltd., 512, Barin Court Rd., Tel. Pre. 8401. Ford retail dealers.

LONDON, S.W.6.—London & Counties Motor Mart, Ltd., 79-91, New King's Rd., Main agents.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., Tel. Frenant 3333. Ford retail dealers.

FORD—Continued

LONDON, S.W.7.—Rawlings Bros., Ltd., 87a, Crownwell Rd., Frenant 8161 (10 lines). Ford retail dealers.

LONDON, S.W.8.—Gee Cars, Ltd., 60-62, Queens-town Rd., Tel. Mac. 3353/4. Ford dealers.

LONDON, S.W.17.—F. H. Peacock, Ltd., 219-221, Balham High Rd., Tel. Balham 4401. Ford main dealers.

LONDON, S.W.18.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, Vandyke 1166. Retail dealers.

MAIDSTONE.—Haynes Bros., Ltd., Ashford Rd., Tel. Maidstone 2239. Ford main dealers.

MANCHESTER, 3.—Green & Zonis, Ltd., Automobiles, 246-252, Deansgate, Tel. Deansgate 3325/6. Ford retail dealers.

NEWCASTLE-UPON-TYNE.—Holoway (Jeamond), Ltd., Fern Ave. Garage, Jesmond, Tel. 812333. Ford retail dealers.

NEWTON ABBOT.—Mid-Devon Garage, Ltd., 36, Walborough St., Tel. 1702/3/4. Ford main dealers.

ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd., motor engineers, Tel. 3185, 3186, 3187. Main dealers.

SAPPHRON WALDEN (Essex).—Cleaves, Ltd., 10, King St., Tel. 3203/4/5. Ford main dealers.

SHEPPERTON (Middlesex).—Shepperton Garage, Tel. Watlington-Thames 2411. Ford dealers.

STAINES.—Crimble of Staines, 10, Kingston Rd., Tel. Staines 1143. Ford main dealers.

TEYNHAM (Kent).—Perrell & Baker, The Garage, Tel. Teynham 317. Ford retail dealers.

TRURO (Cornwall).—Truro Garages, Ltd., Lemon Quay, Tel. Truro 2353. Ford main dealers.

TUNBRIDGE WELLS (Kent).—Stormont Engineering Co., Ltd., 3, Mount Ephraim, Tunbridge Wells 2023. Main dealers.

UPMINSTER (Essex).—Upminster Garages, Ltd., 170, St. Marys Lane, Tel. 2544. Ford retail dealers.

WELWYN (Herts).—Acland & Tabor, Ltd., Welwyn By-Pass, Tel. Welwyn 481/2/3. Ford retail dealers.

WESTON-SUPER-MARE.—Grove Park Garage, Ltd., Bristol Rd., Tel. 17 & 2281. Main dealers.

WIMBLEDON, S.W.19.—Bainshaw, Ltd., Hartfield Rd., Tel. Ldb. 4611. Ford main dealers.

WOODFORD, E.18.—Frank G. Gates, Ltd., Gate Corner, Tel. Wan. 6633. Ford main dealers.

YEovil (Somerset).—Douglas Seaton, Ltd., Tel. Yeovil 2131. Ford distributors.

HILLMAN

ALDERSHOT.—H. A. Charter, Station Rd., Tel. Aldershot 1246/7. Hillman main dealers.

ASHFORD (Middlesex).—Ashford Motors, 102-4, Ford Bridge Rd., Tel. 2040. Hillman retail dealers.

BANSTAD.—Prospect Garage (Banstead), Ltd., Brighton Rd., Tel. Burgh Heath 2202-3. Hillman retail dealers.

BARNET (Herts).—Hadley Green Garages, Ltd., 202, High St., Tel. Barnet 0352 & 0910. Main dealers.

BARNSTABLE (Devon).—West Regional Autos, Ltd., Newport Rd., Tel. Barnstable 5048/9. Hillman distributors.

BASINGSTOKE.—Wheeler & Ayland, Ltd., Reading Rd., Tel. Basingstoke 388. Hillman main dealers.

BLANDFORD (Dorset).—Arthur Conyers, Ltd., Tel. Blandford 7. Hillman area dealers.

BRENTFORD (Middlesex).—Leonard Williams (Distributors), Ltd., Packard Buildings, Great West Rd., Basing 3400. Retail dealers.

BRIGHTON (Sussex).—Prestwich (Hove), Ltd., 26-28, St. John's Rd., Hove, 8. Tel. Hove 34037/8. Hillman retail dealers.

CROYDON.—South Auto Co., Ltd., 145, London Rd., Tel. Croydon 2115 (3 lines). Hillman main dealers.

DUNSTABLE.—Dunstable Motor Co., Ltd., London Rd., Tel. 908/9. Hillman area dealers.

ERITH.—North End Machinery & Motor Services, Ltd., North End Rd., Erith 3000. Main dealers.

GLASGOW, S.E.—James B. Robinson, Ltd., 400, Gallowgate, Tel. Bridgeton 5683. Hillman retail dealers.

HARROW.—Northern Motors of Harrow, 186-194, Pinner Rd., Tel. Harrow 4444. Hillman retail dealers.

HARROW (Middlesex).—Ruffells Motors, 185, High St., Wealdstone, Tel. Harrow 6421. Hillman main dealers.

HAVERFORDWEST (Pemb.).—James Parry, County Motors, Tel. 152. Hillman retail dealers.

HUNGERFORD (Berks).—Kennet Motor Works (1949), Ltd., Tel. 64. Hillman area dealers.

LEE-ON-SOULENT (Hants).—Smith Bros. (Lee-on-Solent), Ltd., High St., Lee-on-Solent 79265. Retail dealers.

LEICESTER.—E. W. Campion & Sons, Ltd., Braunstone Gate, Tel. Leicester 23421. Hillman retail dealers.

LINGFIELD (Surrey).—Painstow Garages, Ltd., Tel. Lingfield 120. Hillman retail dealers.

LONDON, W.6.—Normand, Ltd., 405-9, King St., Hammersmith, Tel. Riv. 3665/6. Hillman retail dealers.

LONDON, N.W.3.—White Bear Garage, 15, Heath St., Hampstead, Tel. Hampstead 5275. Hillman main dealers.

LONDON, E.10.—Perkins Garages, Ltd., 439-451, High Rd., Leytonstone 3000, 1876, 4676. Sub agents.

LONDON, S.E.7.—Alpha Motors, Ltd., Woolwich Rd., Charlton, Tel. Greenwich 1557. Hillman retail dealers.

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge, Tel. Lee Green 5565. Hillman main dealers.

LONDON, S.E.26.—Marthorpe Motor Co., Mayow Rd., Syd. 5123/4 & 6227. Hillman retail dealers.

SPECIALISTS FOR—NEW CARS, CARAVANS & COMMERCIAL VEHICLES

HILLMAN—Continued
LONDON, S.W.3.—J. Coryton, Ltd., 139-149, Fulham Rd. Tel. Kensington 1410. Hillman retail dealers.

LONDON, S.W.8.—Lodge & Counties Motor Mart, Ltd., 79-91, New King's Rd. Main agents.

LONDON, S.W.7.—Brew Brothers, Ltd., 135, Old Brompton Rd. Tel. Fremantle 3353. Hillman retail dealers.

MAIDENHEAD (Berks).—R. S. Mead (Sales), Ltd., 49, Queen St. Tel. Maidenhead 3431/2. Hillman main dealers.

NEWPORT (Mon).—F. M. Morgan & Co., Ltd., Chepstow Rd. Newport 4941/2/3. Hillman distributors.

PARKSTONE (Dorset).—Parkway Garages, Ltd., Sandbanks Rd. Tel. Canford Cliffs 78078 & 78278. Retail dealers.

POTTERS BAR (Middx).—Regent Garage, 17, High St. Tel. Potters Bar 2159. Retail dealers.

ROMFORD (Essex).—The Links Garage, Collier Row. Tel. Romford 5822. Hillman dealers.

ROMFORD (Essex).—Webbs Garage, 145-149, North St. Tel. Romford 1021. Hillman stocking dealers.

ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd., Motor Engineers. Tel. 3185, 3186, 3187. Main dealers.

ROYSTON (Herts).—Goddard & Dellar, Ltd., North Road Garage. Tel. Royston 5101. Hillman main dealers.

SLOUGH (Bucks).—Peerless Motor, Ltd., Bath Rd. Tel. Slough 22594/5. Hillman retail dealers.

SUTTON.—Phoenix Motor Co. (Surrey), Ltd., Phoenix House, High St. Vigilant 1121. Hillman main dealers.

TEYNHAM (Kent).—Ferrell & Baker, The Garage. Tel. Teynham 317. Hillman main dealers.

TUNBRIDGE WELLS.—The St. John's Motor Co., Ltd., 62-64, St. John's Rd. Tel. 20619. Stocking dealers.

WATFORD (Herts).—L. Darley & Son, Ltd., 57-61, St. Albans Rd. Watford 4256. Retail dealers.

WESTCLIFF-ON-SEA.—Chalkwell Motor Co., Ltd., 604-6, London Rd. Tel. Leigh-on-Sea 78247. Authorised agents.

WEST CROYDON.—W. Shirley & Sons, 17, Montague Rd. Tel. Croydon 8341 (4 lines). Hillman dealers.

WESTON-SUPER-MARE (Somerset).—Knightstone Garage. Tel. Weston-super-mare 6105. Hillman main dealers.

WEYMOUTH.—Nicholson Motors, Ltd., 172, Dorchester Rd. Tel. 90. Hillman retail dealers.

WINCHESTER.—Will Short, Ltd., St. Cross Rd. Tel. 2398. Hillman distributors.

WINSFORD.—Dickinson Bros., High St., Service Stn., John St. Tel. Winsford 2241/2. Hillman area dealers.

HUDSON

LONDON, W.4.—Hudson Motors, Ltd., Great West Rd., Chiswick. Tel. Chiswick 3621.

HUMBER

ALDERSHOT.—H. A. Charter, Station Rd. Tel. Aldershot 1246-7. Humber main dealers.

BARNET (Herts).—Hadley Green Garage, Ltd., 202, High St. Tel. Barnet 0332 & 0910. Main dealers.

BARNSTAPLE (Devon).—West Regional Autos, Ltd., Newport Rd. Tel. Barnstaple 2048/9. Humber distributors.

BARINGSTOKE.—Wheeler & Ayland, Ltd., Reading Rd. Tel. Basingstoke 386. Humber main dealers.

BRENTFORD (Middx).—Leonard Williams (Distributors), Ltd., Packard Buildings, Gt. West Rd. Ealing 5400. Retail dealers.

CROYDON.—South Auto Co., Ltd., 145, London Rd. Tel. Croydon 2115 (3 lines). Humber main dealers.

DUNSTABLE.—Dunstable Motor Co., Ltd., London Rd. Tel. 808/9. Humber area dealers.

ERITH.—North End Machinery & Motor Services, Ltd., North End Rd. Erith 5000. Main dealers.

GLASGOW, S.E.—James B. Robinson, Ltd., 400, Gallowgate. Tel. Bridgegate 3868. Humber retail dealers.

HARROW (Middx).—Ruffels Motors, 185, High St., Wealdstone. Tel. Harrow 6421. Humber main dealers.

HARROW.—Northern Motors of Harrow, 186-194, Pinner Rd. Tel. Harrow 4444. Humber retail dealers.

HAVESFORDWEST (Pemb).—James Parry, County Motors, Ltd., 122. Humber retail dealers.

LICHETER.—E. W. Campton & Sons, Ltd., Braunstone Gate. Tel. Leicester 23421. Humber retail dealers.

LONDON, W.6.—Normand Ltd., 405-9, King St., Hammersmith. Tel. Riv. 3665/6. Humber retail dealers.

LONDON, N.2.—Motorists (London), Ltd., Great North Rd., East Finchley Station. Tudor 2301/2. Stocking agents.

LONDON, N.W.3.—White Bear Garage, 13, Heath St., Hampstead. Tel. Hampstead 5273. Humber main dealers.

LONDON, E.10.—Perkins Garages, Ltd., 439-451, High Rd., Leytonstone 3000/1878/4676. Sub agents.

LONDON, S.E.15.—Carris Motors, Ltd., Lewisham Bridge. Tel. Lee Green 5858. Humber main dealers.

LONDON, S.W.5.—J. Coryton, Ltd., 139-149, Fulham Rd. Tel. Kensington 1410. Humber retail dealers.

LONDON, S.W.6.—London & Counties Motor Mart, Ltd., 79-91, New King's Rd. Main agents.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd. Tel. Fremantle 3333. Humber retail dealers.

HUMBER—Continued

MAIDENHEAD (Berks).—R. S. Mead (Sales), Ltd., 42, Queen St. Tel. Maidenhead 3431/2. Humber main dealers.

NEWPORT (Mon).—F. M. Morgan & Co., Ltd., Chepstow Rd., Newport 4921/2/3. Humber distributors.

PARKSTONE (Dorset).—Parkway Garages, Ltd., Sandbanks Rd. Tel. Canford Cliffs 78078 & 78278. Retail dealers.

ROMFORD (Essex).—The Links Garage, Collier Row. Tel. Romford 5822. Humber dealers.

ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd., motor engineers. Tel. 3185/3186/3187. Main dealers.

ROYSTON (Herts).—Goddard & Dellar, Ltd., North Road Garage. Tel. Royston 5101. Humber main dealers.

SUTTON.—Phoenix Motor Co. (Surrey), Ltd., Phoenix House, High St. Vigilant 1121. Humber main dealers.

TEYNHAM (Kent).—Ferrell & Baker, The Garage. Tel. Teynham 317. Humber retail dealers.

WATFORD (Herts).—L. Darley & Son, Ltd., 57-61, St. Albans Rd. Watford 4256. Retail dealers.

WESTCLIFF-ON-SEA.—Chalkwell Motor Co., Ltd., 604-6, London Rd. Tel. Leigh-on-Sea 78247. Authorised agents.

WEST CROYDON.—W. Shirley & Sons, 17, Montague Rd. Tel. Croydon 8341 (4 lines). Humber dealers.

WINCHESTER.—Will Short, Ltd., St. Cross Rd. Tel. 2398. Humber distributors.

WINSFORD.—Dickinson Bros., High St. Service Stn., John St. Tel. Winsford 2241/2. Humber area dealers.

JAGUAR

ASCOT (Berks).—H. Speer & Son (Automobile Engineers), Ltd., High St., Sunningdale. Ascot 1216. Area dealers.

AYLESBURY (Bucks).—Keith Garages, Ltd., Bloister Rd. Tel. Aylesbury 259 & 1009. Jaguar stocking agents.

BARNSELY.—Eyre Bros. (Barnsley), Ltd., The Garage. Tel. Barnsley 2461 & 3912. Jaguar main dealers.

BRENTFORD (Middx).—Leonard Williams & Co., Ltd., Packard Buildings, Gt. West Rd. Ealing 5400. Retail dealers.

BRISTOL, 1.—Wenters Motors (Bristol), Ltd., Park Row. Tel. 28304. Jaguar area dealers.

BROMLEY (Kent).—K.J. Motors, Ltd., Widmore Rd. 10 Tel. Ravensbourne 5450 (5 lines). Jaguar area dealers.

CHALFONT ST. PETER.—Motor Work (Chalfont), Ltd., Lower Rd. Gerrards Cross 2051. Jaguar main dealers.

CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Rd. Tel. Croydon 6004. Jaguar area dealers.

ENFIELD.—D. J. Shepherd & Co., Ltd., 434-6, Hertford Rd. Howard 1631. Jaguar sub retail dealers.

GUILDFORD.—Coombs & Sons (Guildford), Ltd., St. Catherine's, Portsmouth Rd. Guildford 62907/8/9. Main agents.

KINGSTON-ON-THAMES.—Rentalls, Ltd., Wood St. Tel. Kingston 1001. Jaguar retail dealers.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Tel. Grosvenor 5551. Jaguar retail dealers.

LONDON, W.1.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Square. Tel. Mayfair 0821/3. Jaguar retail dealers.

LONDON, W.1.—Charles Follett, Ltd., 18, Berkeley St. Tel. Mayfair 6266. Jaguar official retail dealers.

LONDON, W.2.—Great Western Motors, 4-6-8, Bishop's Bridge Rd. Tel. Ambassador 1061/2. Retail dealers.

LONDON, N.W.1.—Marylebone Car Sales, Ltd., 6-11, Dorset Close, Gloucester Place. Paddington 0081. Retail dealers.

LONDON, N.W.7.—Hillwood Motors, Ltd., 559, 565, 571, Watford Way, Mill Hill. 4232. Appointed dealers.

LONDON, S.E.15.—J. E. Bird Automobiles, Ltd., 118-120, High Rd., Lee Green 1072. Jaguar main dealers.

LONDON, S.W.2.—Rose & Young, Ltd., 65-9, Sternhold Ave., Streatham Hill. Tel. Young Hill 6484, 8152. Retail dealers.

MALVERN.—Rothwell & Melbourne, Ltd., Central Garage. Tel. Malvern 300/1. Jaguar distributors.

ROMFORD (Essex).—Romford Motor Co., 181, South St. Tel. 2211. Jaguar retail dealers.

SLOUGH (Bucks).—Peerless Motor, Ltd., Bath Rd. Tel. Slough 22394/5. Jaguar area dealers.

SOUTHAMPTON.—Revis Car Sales, Ltd., 9-27, New Rd. Tel. Southampton 22334. Jaguar stocking agents.

TUNBRIDGE WELLS.—Wards Service Garage, Ltd., 319-323, St. John's Rd. Southborough 1000 (3 lines). Area dealers.

WELWYN (Herts).—Acland & Tabor, Ltd., Welwyn By-Pass. Tel. Welwyn 481/2/3. Jaguar retail dealers.

JENSEN

AYLESBURY (Bucks).—Alexander Engineering Co., Ltd., Thame Rd. Tel. Haddenham 345/6. Jensen main agents.

LAGONDA

CATERHAM.—Anthony Crook Motors, Ltd., 36-38, Town End. Tel. Caterham 2232/3. Lagonda distributors.

NORWICH.—Boshier of Norwich, Ltd., Chapel Field Rd. Tel. Norwich 24184 (4 lines). Area dealers.

ST. NEOTS (Hunts).—Treland Bros. (St. Neots), Ltd., New St. Tel. 37. Lagonda distributors.

LANCHESTER

BOURNEMOUTH.—Spink (Bournemouth), Ltd., Daimler House, Poole Hill. Tel. 5405. Lanchester distributors and engineers.

DORRING (Surrey).—Dorring Motor Co., Ltd., Reigate Rd. Tel. Dorking 2256. Lanchester distributors.

LANCIA

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Tel. Grosvenor 5551. Lancia dealers.

LONDON, W.11.—John S. Truscott, Ltd., 173, Westbourne Grove. Tel. Bayswater 4274. Lancia stocking agents.

LONDON, S.W.3.—Joe Thompson Motors, Ltd., 91-95, Fulham Rd. Tel. Kensington 4858. Lancia distributors.

LEA-FRANCIS

LONDON, W.1.—Charles Follett, Ltd., 18, Berkeley St. Tel. Mayfair 6266. Lea-Francis distributors.

MERCEDES-BENZ

BERE ALSTON (B. Devon).—Bere Alston Motor Co., Ltd. Bere Alston 260. Distributors, Cornwall, Devon.

BOURNEMOUTH.—Swanmore Garage, Ltd., 1175-1180, Churchchurch Rd., Boscombe East. Southbourne 43344 & 43345. Distributors.

LONDON, S.E.5.—Mercedes-Benz (Great Britain), Ltd., 58, Camberwell New Rd. Reliance 5841/5.

LONDON, S.W.8.—Gee Cars, Ltd., 60-62, Queenstown Rd. Tel. Mac. 3363/4. Mercedes-Benz dealers.

LONDON, W.1.—Taylor & Crawley, 42a, South Audley St. (Ent. Adams Row), Mayfair. Gro. 6981. Trade distributors.

LONDON, W.1.—Taylor & Crawley, 42a, South Audley St. Entrance-Adams Row. Gro. 6981. Distributors.

LONDON, W.11.—John S. Truscott, Ltd., 173, Westbourne Grove. Tel. Bayswater 4274. Mercedes agents.

ST. HELIER (Jersey).—Jackson's Garage, Esplanade. Tel. Central 2640. Mercedes Channel Islands distributors.

M.G.

AYLESBURY (Bucks).—Alexander Engineering Co., Ltd., Thame Rd. Tel. Haddenham 345/6. M.G. retail dealers.

BIRMINGHAM.—The Birches Garage (Hall Green), Ltd., 1364-70, Stratford Rd., Hall Green. Springfield 1131/2. Main agents.

CHRISTCHURCH (Hants).—Olson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd. Christchurch 1681. M.G. retail stocking dealers.

CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Rd. Tel. Croydon 6004. M.G. retail dealers.

DORKING (Surrey).—Dorking Motor Co., Ltd., Reigate Rd. Tel. Dorking 2256. M.G. area dealers.

ENFIELD (Middx).—The Old Oak Motor Co., Ltd., 79, Windmill Hill. Enfield 2281. M.G. dealers.

EPSOM (Surrey).—The Woodcote Motor Co., Ltd., Church St. Epsom 1234 (5 lines). M.G. retail dealers.

HOUNSLOW (Middx).—Toulmin Motors, 345, Staines Rd. Tel. Hounslow 2238 & 3456. M.G. retail dealers.

LEEDS, 1.—Frank H. Dutton, Ltd., 133, Albion St. Tel. 28011 or 3-113/3. Retail dealers.

LIVERPOOL, 21.—Litherland Motors (Liverpool), Ltd., Hawthorne Rd. Tel. Waterloo 2484/5.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Tel. Grosvenor 5551. M.G. retail dealers.

LONDON, N.W.1.—Marylebone Car Sales, Ltd., 6-11, Dorset Close, Gloucester Place. Paddington 0081. Retail dealers.

LONDON, S.W.17.—Barkers Motors (London), Ltd., 409, Balham High Rd. Balham 6666. M.G. retail dealers.

NEWCASTLE-UNDER-LYME (Staffs).—Henry Farr & Son, Ltd., Brunswick St. Tel. 67321/2. M.G. retail dealers.

NORWICH.—Boshier of Norwich, Ltd., Chapel Field Rd. Tel. Norwich 24184 (3 lines). Retail dealers.

RICHMOND (Surrey).—The Blackhorse Garage (Richmond), Ltd., 174-6, Sheen Rd. Richmond 4822. M.G. retail dealers.

SNECRA (Kent).—Crane Brothers (Automobile Engineers), Ltd., Main Rd. Folescroft 3066/7/8. M.G. retail dealers.

TORQUAY.—Phil Read, Ltd., Borough Garage, St. Marychurch Rd. Tel. Torquay 88221/2. M.G. area dealers.

MORGAN

LONDON, N.2.—Motorists (London), Ltd., Great North Rd., East Finchley Station. Tudor 2301/2. Distributors.

MANCHESTER.—Ron McKenzie, 961, Chester Rd., Stretford. Tel. Longford 2100. Morgan distributors.

NEWCASTLE-ON-TYNE.—Thos. Hadden, Ltd., 101, West Rd. Tel. 76268. Morgan distributors.

NORWICH.—Harvey Lane Garage, Ltd., 34-36, Harvey Lane. Tel. Norwich 33960. Morgan distributors.

PLYMOUTH.—Offords Garage, 87, Crownhill Rd. Plymouth 71544. Morgan distributors.

SOUTHPORT.—Lifes Motors, Ltd., 32-36, West St. Tel. 3774.

MORRIS

ACTON, W.3.—Stewart & Arden, Ltd., Morris House, The Vale, Shepherds Bush 3130. Distributors.

AYLESBURY (Bucks).—Alexander Engineering Co., Ltd., Thame Rd. Tel. Haddenham 345/6. Morris retail dealers.

BRANSTED.—Prospect Garage (Bransted), Ltd., Brighton Rd. Tel. Burgh Heath 2202/3. Morris retail dealers.

SPECIALISTS FOR NEW CARS, CARAVANS & COMMERCIAL VEHICLES

MORRIS—Continued

BEXLEY (Kent).—Tomkins, Ltd., Mill Garage, High St. Tel. Bexleyheath 5661/2. Morris retail dealers.

BIRMINGHAM.—Frank Moseley (Auto & Service Sales), Ltd., 4, Edmund St. Cen. 6923. Morris distributors.

BIRMINGHAM.—The Birches Garage (Hall Green), Ltd., 1364-70, Stratford Rd., Hall Green. Springfield 1151/2. Main agents.

BLANDFORD (Dorset).—Bob Foster & Thomas, Badger Garages, Ltd. Tel. Blandford 615. Morris area dealers.

BROMLEY (Kent).—K. J. Motors, Ltd., Widmore Rd. Tel. Ravensbourne 3456 (5 lines). Morris retail dealers.

CARSHALTON (Sussex).—Cambridge Garage (Carshalton), Ltd., 322, Carshalton Rd. Tel. Vigilant 1480. Morris area dealers.

CATFORD, S.E.6.—Stewart & Ardern, Ltd., Morris House, 200, Bromley Rd. Hither Green 4482. Distributors.

CHELSEA, S.W.1.—Clarke & Simpson, Ltd., 49, Sloane Square. Tel. Sloane 4727. Morris retail dealers.

CHIPPENHAM (Wilt).—A. Smith & Sons (Stanish), Ltd., Stanton, Hullavington 225. Retail dealers.

COULSDON (Surrey).—Star Lane Garage, Ltd., 70, Brighton Rd., Hooley. Tel. Downland 237. Area dealers.

CROYDON.—C. W. J. Coles (Croydon), Ltd., 19, Blunt Rd. Tel. Croydon 0074/5. Morris retail dealers.

CROYDON.—Stewart & Ardern, Ltd., Morris House, Banham Lane, Broad Green, Thornton Heath 1152. Distributors.

CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tummorth Rd. Tel. Croydon 6904. Morris retail dealers.

DAGENHAM (Essex).—Crown Garage (Dagenham), Ltd., Rainham Rd. South. Tel. Rainham 4841/2, 3. Morris agents.

DORKING (Surrey).—Dorking Motor Co., Ltd., Reigate Rd. Tel. Dorking 2256. Morris retail dealers.

DOVER (Kent).—Lewis Bros. (Dover), Ltd., 5-19, Cherry Tree Ave. Tel. Dover 129. Morris main agent.

ENFIELD.—D. J. Shepherd & Co., Ltd., 434-6, Herford Rd. Tel. Howard 1631. Morris dealers.

ENFIELD (Middle).—Richard France, Ltd., 63 & 65, Lancaster Rd. Tel. 6727. Morris retailers.

ENFIELD (Middle).—The Old Oak Motor Co., Ltd., 79, Windmill Hill. Enfield 2261. Morris dealers.

EPSON (Surrey).—The Woodcote Motor Co., Ltd., Church St. Tel. Epson 1234 (5 lines). Morris distributors.

EWELL (Surrey).—A. W. Houghton (Ewell), Ltd., 5, Ruxley Lane. Tel. Ewell 5000. Morris retail dealers.

FAVERSHAM.—Pitt Auto Services, Ltd., Faversham Garages. Tel. Faversham 2255/6. Morris retail dealers.

GOLDERS GREEN, N.W.11.—Stewart & Ardern, Ltd., Morris House, Finchley Rd. Speedwell 9711/2, 5. Distributors.

GRAVESEND.—Sponner Motors, Ltd., The Grove. Tel. Gravesend 5236/7. Morris retail dealers.

HAROLD PARK (Essex).—McGills (Harold Park), Ltd., Colchester Rd. Tel. Ingrebourne 79. Morris dealers.

IGHTAM, Nr. Sevenoaks.—Darlings Garage, Tel. Boppy Green 114. Morris retail stocking dealers.

ILFORD (Essex).—Stewart & Ardern, Ltd., Morris House, 533, High Rd. Ilford 2225. Distributors.

KINGSTON-ON-THAMES.—Lanekster Engineering Co., Ltd., 39-43, Eden St. Tel. Kingston 3151/4. Morris retail dealers.

LAMBERTHURST (Kent).—F. J. Avars & Co., High Street Garage. Tel. Lambethurst 317. Morris retail dealers.

LEATHERHEAD.—Sandfords (Leatherhead), Ltd., Woodbridge Corner. Tel. 3033. Morris retail dealers.

LIVERPOOL 21.—Litherland Motors (L'pool), Ltd., Hawthorne Rd. Tel. Waterloo 2484/5.

LONDON, W.1.—Stewart & Ardern, Ltd., Morris House, Berkeley Sq. Tel. Mayfair 7680. Distributors.

LONDON, W.1.—R. Hardy & Son, 55, Marylebone High St. Welbeck 1101/2. Morris retail dealers.

LONDON, W.1.—Herbert & Mills, Ltd., 75, Great Portland St., Langham 3506/7. Morris retail dealers.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Tel. Grosvenor 5551. Morris retail dealers.

LONDON, W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater. Tel. Bayswater 0065. Retail dealers.

LONDON, W.5.—Gordon Lovett, Ltd., 45, The Mall, Ealing. Tel. Ealing 4727. Morris retail dealers.

LONDON, W.C.1.—The Museum Garage, Ltd., 12, West Central St., New Oxford St. Tem. 6907. Dealer.

LONDON, N.W.1.—Marylebone Car Sales, Ltd., 6-11, Dorset Close, Gloucester Place, Paddington 0091. Retail dealers.

LONDON, N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane. Tel. Hendon 1145/6. Morris retail dealers.

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill. Tel. Colindale 6134-5-6. Morris retail dealers.

LONDON, N.8.—Argyll (London) Motor & Engineering Co., Ltd., Priory Rd. Mountview 6304. Area dealers.

LONDON, E.11.—A. W. Story (Motors), Ltd., 683, High Rd., Leytonstone. Leytonstone 6671/2. Retail stocking dealers.

MORRIS—Continued

LONDON, E.14.—Coburn Motors, Ltd., 249-251, East India Dock Rd., Poplar, East 2367. Retail dealers.

LONDON, S.E.14.—New Cross Motor Co. (London), Ltd., 182, New Cross Rd., New Cross 0688. Stocking dealers.

LONDON, S.E.21.—Charles H. Pickup, Ltd., 25, Dulwich Village, Gipsy Hill 0063. Morris retail dealers.

LONDON, S.W.3.—J. Coryton, Ltd., 139-149, Fulham Rd. Tel. Kensington 1410. Morris retail dealers.

LONDON, S.W.6.—Tanner Bros. Motors (1918), Ltd., 871-5, Fulham Rd. Tel. Ren. 4494. Main dealers.

LONDON, S.W.7.—Rawlings Bros., Ltd., 87a, Cromwell Rd. Finsbury 8161 (10 lines). Morris retail dealers.

LONDON, S.W.8.—Gee Cars, Ltd., 60-62, Queens-town Rd. Tel. Mac. 3563/4. Morris dealers.

LONDON, S.W.15.—Hungerford Motors, Ltd., 201-203, Upper Richmond Rd., Putney. Tel. Putney 0222 & 5300. Retail dealers.

LONDON, S.W.16.—Streamham Motor Garage & Electrical Eng. Co., Ltd., 43-45, Mitcham Lane, Streamham 2041/6. Retail dealers.

LONDON, S.W.17.—Barkers Motors (London), Ltd., 229, Balham High Rd., Balham 6666. Morris retail dealers.

LONDON, S.W.18.—Southfields Engineering Works, 60-62, West Hill Rd., Wandsworth. Putney 2736. Morris stockists dealers.

LONDON, S.W.19.—Evans (Wimbledon), Ltd., 131, Alexander Rd., Wimbledon. Tel. 6163/4, 5. Morris retail dealers.

MILFORD-ON-SEA (Hants).—Fred Keeping & Son, Ltd. Tel. Milford-on-Sea 3. Morris area dealers.

NEWCASTLE-UNDER-LYME (Staffs).—Henry Farr & Son, Ltd., Brunswick St. Tel. 67521/2. Morris retail dealers.

NORTH HARROW.—Stewart & Ardern, Ltd., Morris House, Canterbury Rd., Pinner Rd. Pinner 2200. Distributors.

NORWICH.—Boshier of Norwich, Ltd., Chapel Field Road Garages. Tel. Norwich 24184 (3 lines). Retail dealers.

OXFORD (Devon).—F. J. Glass & Co., Ltd., Central Garage. Tel. 550. Morris main agents.

OTLEY.—King Bros. (Otley), Ltd., Cross Green. Tel. Otley 2048. Morris main dealers.

RICKMANSWORTH (Herts).—G. Jones & Son (Props. H. A. Saunders, Ltd.), 54, High St. 5101 (5 lines). Retail dealers.

ROMFORD (Essex).—Romford Motor Co., 161, South St. Tel. 2211. Morris retail dealers.

ROMSEY (Hants).—Wrynnams, Ltd. Tel. Romsey 2004/5. Morris dealers.

SIDCUP (Kent).—Crips Brothers (Automobile Engineers), Ltd., Main Rd. Footscray 3066/7, 8. Morris retail dealers.

SOUTH CROYDON (Surrey).—Onward Motors (Croydon), Ltd., 417-421, Brighton Rd. Croydon 3468/9. Morris stocking agents.

SOUTHEND-ON-SEA.—Stewart & Ardern, Ltd., Morris House, Chalkwell Park. Leigh-on-Sea 76291. Distributors.

SOUTH TOTTENHAM, N.15.—Stewart & Ardern, Ltd., Morris House, High Rd., Stamford Hill 1254. Distributors.

STAINES.—Stewart & Ardern, Ltd., Morris House, 37, London Rd., Staines 4117. Distributors.

STORRINGTON (Hussex).—Stockers Garage, The Square. Tel. Storrington 12. Morris retail dealers.

SUTTON.—Stewart & Ardern, Ltd., Morris House, 32, Brighton Rd. Tel. Vigilant 7666. Distributors.

ST. NEOTS (Hants).—Ireland Bros. (St. Neots), Ltd., New St. Tel. 37. Morris retail dealers.

TORQUAY.—Phil Read, Ltd., Borough Garage, St. Marychurch Rd. Tel. Torquay 85221/2. Morris area dealers.

TUNBRIDGE WELLS.—The St. John's Motor Co., Ltd., 62-64, St. John's Rd. Tel. 20619. Stocking dealers.

WARRINGTON (Lancs).—Hawthornes Motor & Engineering Co. (Collins Garage), Ltd., Morris retail dealers.

WOLVERTON (Bucks).—W. G. Sellick & Son, New Bradwell, Tel. Wolverton 3117. Morris retail dealers.

PACKARD

BRENTFORD (Middle).—Leonard Williams & Co., Ltd., Packard Buildings, Ot. West Rd. Ealing 3400. Sole concessionaires.

PEUGEOT

NORWICH.—Herbert E. Taylor & Co., Ltd., Cringleford. Tel. Eaton 52. Peugeot distributors for Norfolk.

PONTIAC

ASOT (Berks).—U.S. Concessionaires, Ltd., Pontiac Works, Fernbank Rd. Winkfield Row 3153/4. Importers and distributors.

GORING-BY-SEA (Sussex).—Goring Motors, Ltd., Goring Rd. Goring 41445 & 43422. Pontiac main agents.

HOVE.—Conway Motors (Hove), Ltd., 85, George St. Tel. 35939. Pontiac distributors South Coast.

LONDON, S.W.5.—U.S. Concessionaires, Ltd., 8, Jubilee Place, Chelsea. Flaxman 7752. Importers and distributors.

RELIANT

CROYDON (West).—Godfrey, Ltd., 228-234, London Rd. Tel. Croydon 3641/2. Reliant 3-wheeler main dealers.

DUNCASTER.—Edwards Motors (Doncaster), Ltd., Station Garage. Tel. Doncaster 2431/2, 3. Reliant 3-wheeler dist.

RELIANT—Continued

LONDON, W.1.—Godfrey, Ltd., 203-210, Gt. Portland St. Tel. Euston 4632/4. Reliant 3-wheeler main dealers.

LONDON, N.15.—Godfrey, Ltd., 94 & 96, High Rd., Tottenham, Stamford Hill 3960. Reliant 3-wheeler main dealers.

LONDON, E.6.—Godfrey, Ltd., 220, Barking Rd., East Ham. Grangeview 0933. Reliant 3-wheeler main dealers.

LONDON, E.7.—Godfrey, Ltd., 418, Romford Rd., Forest Gate. Grangeview 1234/5. Reliant 3-wheeler main dealers.

LONDON, E.11.—Godfrey, Ltd., Bushwood Corner, Leytonstone. Wanstead 2433. Reliant 3-wheeler main dealers.

SAWRIDGEWORTH (Herts).—J. Dixon & Son, High Wycombe. Tel. 2372. Reliant 3-wheeler distributors.

SOUTHPORT.—Lifes Motors, Ltd., 32-36, West St. Tel. 3774.

RENAULT

BRENTWOOD (Essex).—Hutton Garages, Ltd., Rayleigh Rd. Tel. 2417. Renault retail dealers.

BRIDGWATER (Somerset).—W. E. Challice, Ltd., Chilton, Tel. Coomwiche 228. Renault distributors.

GORING-BY-SEA (Sussex).—Goring Motors, Ltd., Goring Rd. Goring 41445 & 43422. Renault stockists.

KING'S LYNN.—Charles Whisker, Ltd., Heath Garage, Dersingham, Dersingham 210. Renault area dealers.

LEIGH-ON-SEA (Essex).—C. P. Smith (Motors), Ltd., 1492-4, London Rd. Tel. 75557. Distributors.

LONDON, W.6.—Fred Guy, 198, King St. Tel. Riverside 3131. Renault retail dealers.

LONDON, N.W.6.—Auto Sales (London), Ltd., 59-65, Beisize Rd. Maida Vale 5555 & 2155. Distributors.

NEWTON ABBOT.—Seymour Horwell Garages, Courtenay St. Tel. Newton 545 & 1885. Renault main agents.

NORTHAMPTON.—Rolls Motor Co., Kingsley Park Garage, Tel. Northampton 1188. Renault dealers.

NORWICH.—Boshier of Norwich, Ltd., Chapel Field Road Garages. Tel. Norwich 24184 (3 lines). Distributors.

RILEY

BEXLEY (Kent).—Tomkins, Ltd., Mill Garage, High St. Tel. Bexleyheath 5661/2. Riley retail dealers.

CHELSEA, S.W.1.—Clarke & Simpson, Ltd., 49, Sloane Sq. Tel. Sloane 4727. Riley retail dealers.

DORKING (Surrey).—Dorking Motor Co. (En. Ltd.), Reigate Rd. Tel. Dorking 2256. Riley retail dealers.

EPSON (Surrey).—The Woodcote Motor Co., Ltd., Church St. Epson 1234 (5 lines). Riley retail dealers.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Tel. Grosvenor 5551. Riley retail dealers.

LONDON, W.1.—R. Hardy & Son, 55, Marylebone High St. Welbeck 1101/2. Riley retail dealers.

LONDON, W.11.—John S. Truscott, Ltd., 175, Westbourne Grove. Tel. Bayswater 4274. Riley stocking dealers.

LONDON, N.2.—Motourists (London), Ltd., Great North Rd., East Finchley Station. Tudor 2301/2. Stocking agents.

LONDON, N.2.—Harold Simons, Ltd., 397-401, High Rd., East Finchley. Finchley 0052/3, 4. Retailers.

LONDON, N.W.1.—Marylebone Car Sales, Ltd., 6-11, Dorset Close, Gloucester Place. Paddington 0091. Retail dealers.

NORWICH.—Boshier of Norwich, Ltd., Chapel Field Road Garages. Tel. Norwich 24184 (3 lines). Retail dealers.

SIDCUP (Kent).—Crips Brothers (Automobile Engineers), Ltd., Main Rd. Footscray 3066/7, 8. Riley retail dealers.

ROLLS-ROYCE

LONDON, W.1.—Jack Barclay, Ltd., Berkeley Square. Tel. Mayfair 7444. Rolls-Royce retailers.

LONDON, W.1.—Charles Pollett, Ltd., 18, Berkeley St. Tel. Mayfair 6266. Rolls-Royce retail dealers.

ROVER

AYLESBURY (Bucks).—Alexander Engineering Co., Ltd., Thame Rd. Tel. Haddenham 345/6. Rover main agents.

BARNSELY.—Eyre Bros. (Barnsley), Ltd., The Garage. Tel. Barnsley 2461 & 5912. Rover main dealers.

BEXHILL-ON-SEA.—F. Dodson, Ltd., Packville Garage, Middlesex Rd. Tel. Bexhill 2382/3. Rover distributors.

BIDEFORD (Devon).—Elliott & Sons (Motors), Ltd., Kingsley Rd. Tel. Bideford 744 (2 lines). Rover distributors.

BRENTFORD (Middle).—Leonard Williams & Co., Ltd., Packard Buildings, Ot. West Rd. Ealing 3400. Retail dealers.

BROMLEY (Kent).—K. J. Motors, Ltd., Widmore Rd. Tel. Ravensbourne 3456 (5 lines). Rover area dealers.

CHALFONT ST. PETER.—Motor Works (Chalfont), Ltd., Lower Rd. Gerrards Cross 2051. Rover main dealers.

CROYDON (Surrey).—Leathwood's Garages, Ltd., 205, St. James's Rd. Tel. Tooting Heath 1222. Rover main dealers.

DORKING (Surrey).—Dorking Motor Co., Ltd., Reigate Rd. Tel. Dorking 2256. Rover main dealers.

EAST TWICKENHAM.—Grand Garages (Richmond), Ltd., Richmond Rd. Tel. Popsgrave 2216. Rover dealers.

GREAT YARMOUTH.—St. John's Yarmouth (Motors), Ltd., 91/102, Regent Rd. Tel. 2473. Rover main dealers.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

ROVER—Continued

GRAVESEND.—Spooner Motors, Ltd., The Grove, Tel. Gravesend 5256/7. Rover retail dealers.

GUILDFORD.—Coombes & Sons (Guildford), Ltd., St. Catherine's, Portsmouth Rd., Guildford, 62907/8/9. Main agents.

HIGHBRIDGE (Somerset).—London House Motors, Tel. Highbridge 203. Rover retail dealers.

LEATHERHEAD.—Sandford (Leatherhead), Ltd., Woodbridge Corner, Tel. 5033. Rover dealers.

LIVERPOOL.—H. Woodward & Son, Ltd., Altcar Works, Formby, Tel. Formby 630. Rover retail dealers.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St., Tel. Grosvenor 5551. Rover retail dealers.

LONDON, W.5.—Gordon Lovett, Ltd., 45, The Mall, Ealing, Tel. Ealing 4727. Rover area dealers.

LONDON, N.W.1.—Marylebone Car Sales, Ltd., 6-11, Dorset Close, Gloucester Place, Paddington 0091. Retail dealers.

LONDON, S.W.18.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, Vandyke 1166. Retail dealers.

LONDON, S.W.19.—Evans (Wimbledon), Ltd., 131, Alexandra Rd., Wimbledon, Tel. 0163/4/5. Rover main dealers.

NEWCASTLE-UNDER-LYME (Staffs).—Henry Farr & Son, Ltd., Brunswick St., Tel. 67321/2. Rover retail dealers.

RICHMOND (Surrey).—The Blackhorse Garage (Richmond), Ltd., 174-6, Sheen Rd., Richmond 4822. Rover retail dealers.

ROMSEY (Hants).—Wrynnams, Ltd., Tel. Romsey 2004/5. Rover dealers.

SOUTHAMPTON (Hants).—South Western Garage (Southampton), Ltd., Marsh Lane, Tel. 22313. Rover distributors.

TAPLOW (Bucks).—Maldenhead Autos, Ltd., Bath Rd., Maldenhead 444. Rover official agents.

TONBRIDGE (Kent).—Tonbridge Motor Service, Ltd., Tel. Tonbridge 5283. Rover area dealers.

WATFORD.—Harris-Mayes & Co., The Ace of "Herts" Garage, Watford 4026. Rover main dealers.

WEBBIDGE (Surrey).—Wood's Garages, Ltd., High St., Tel. Weybridge 217. Rover area dealers.

WINCHESTER (Hants).—Winchester Motor Co., Ltd., St. Cross Rd., Tel. Winchester 3231/2. Rover dealers.

LAND-ROVER

AYLESBURY (Bucks).—Alexander Engineering Co., Ltd., Thame Rd., Tel. Haddenham 345/6. Land-Rover main agent.

BEXHILL-ON-SEA.—F. Dodson, Ltd., Sackville Garage, Middlesex Rd., Tel. Bexhill 2362/3. Land-Rover distributors.

DORKING (Surrey).—Dorking Motor Co., Ltd., Reigate Rd., Tel. Dorking 2256. Land-Rover main dealers.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St., Tel. Grosvenor 5551. Land-Rover retail dealers.

SOUTHAMPTON (Hants).—South Western Garage (Southampton), Ltd., Marsh Lane, Tel. 22313. Land-Rover distributors.

WATFORD.—Harris-Mayes & Co., The Ace of "Herts" Garage, Watford 4026. Land-Rover main dealers.

WEBBIDGE (Surrey).—Wood's Garages, Ltd., High St., Tel. Weybridge 217. Land-Rover area dealers.

SIMCA

BUCKHURST HILL.—Montrose Motors (N. E. Boswell), Epping New Rd. (main A11 Rd.), Buc. 1171/2, 1754 & 1215. Agents.

CATERHAM.—Anthony Crook Motors, Ltd., 36/38, Town End, Tel. Caterham 2232/3. Simca distributors.

ENFIELD (Middx).—Embassy Garage, Eaton Rd., Tel. Enfield 1855. Simca dealers.

ESHER.—Anthony Crook Motors, Ltd., 14-16, High St., Tel. 4590. Simca distributors.

LONDON, W.1.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Square, Tel. Mayfair 0621/5. Simca distributors.

LONDON, N.12.—Metamet (Finchley), Ltd., 236, Woodhouse Rd., Tel. Enterprise 6366. Simca agents.

MANCHESTER, 14.—Anderson's Garage, Ltd., Egerton Rd., Fallowfield, Tel. Rusholme 2666. Simca distributors.

SINGER

AYLESBURY.—G. E. Lawrence (Motors), Ltd., New St. Garage, Tel. Aylesbury 368. Singer distributors.

ALDERSHOT.—Keith Garages, Ltd., Bicester Rd., Tel. Aylesbury 259 & 1000. Singer area dealers.

BARKING.—Barking Garage & Engineering Co., Ltd., Wagoner Rd., Ripleyway 0353 (5 lines). Singer area dealers.

KING'S LYNN.—Charles Whisker, Ltd., Heath Garage, Dersingham, Dersingham 210. Singer retail dealers.

NORWICH.—The Reliance Garage (Norwich), Ltd., 5, Higham St., Tel. Norwich 20366/7. Singer distributors.

READING.—Royal Berks Motor Co., 35-43, Thorn St., Tel. 54639. Singer distributors.

RIPLEY (Surrey).—Golborne Garage, Ltd., Portsmouth Rd., Tel. Ripley 2361 (2 lines). Singer distributors.

ROMFORD.—Heath Park Engineering Co., Ltd., Brentwood Rd., Clidea Park, Tel. Hornchurch 6741/2. Singer distributors.

TORQUO.—L. J. Richards & Sons, Point Mills Garage, T. Biscoe, Tel. Perranarworthall 73. Singer area dealers.

STANDARD

BARNSELEY.—Eyre Bros. (Barnsley), Ltd., The Garage, Tel. Barnsley 2461 & 3912. Standard main dealers.

BLANDFORD (Dorset).—Arthur Conyers, Ltd., Tel. Blandford 7. Standard retail dealers.

BORDON (Hants).—Whitehill Garage & Service Station, Whitehill, Tel. Bordon 173. Standard dealers.

BRENTWOOD (Essex).—Hutton Garages, Ltd., Rayleigh Rd., Tel. 2417. Standard retail dealers.

BROMLEY (Kent).—E. J. Motors, Ltd., Widmore Rd., Tel. Ravensbourne 5456 (5 lines). Standard main dealers.

BUCKHURST HILL.—Montrose Motors (N. E. Boswell), Epping New Rd. (main A11 Rd.), Buc. 1171/2, 1754 & 1215. Agents.

CARDIFF.—Henge Garage, 29-35, Station Rd., Llan-daff North, Tel. Whitchurch 671. Standard retail dealers.

CATERHAM (Surrey).—North Downs Engineering Co., Westway Garage, Tel. 2365. Standard area dealers.

CROYDON (Surrey).—Carrs Auto Sales, Ltd., Standard Garage, South End, Cro. 6088 & 0266. Distributors.

CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Rd., Tel. Croydon 6004. Standard dealers.

DARTFORD (Kent).—H. E. Drake, Ltd., 709, Princes Rd., Tel. Dartford 4269. Standard sub-dealers.

DONCASTER.—Edwards Motors (Doncaster), Ltd., Station Garage, Tel. Doncaster 2431/2/3. Standard distributors.

EDGWARE (Middx).—Deansbrook Garage, 130, Hale Lane, Tel. Mill Hill 2244. Standard stocking dealers.

EDMONTON, N.9.—Grove Garage & Motors, 295-7, Fort St., Edmonston 4162 & 6050. Standard retail dealers.

ENFIELD.—D. J. Shepherd & Co., Ltd., 434-6, Hertford Rd., Tel. Howard 1631. Standard dealers.

EWELL (Surrey).—Dawson Motors, Ltd., Ewell By-Pass, Tel. Ewell 2362/3. Standard area dealers.

EXETER.—Lock Brothers, Ladysmith Rd., Tel. Exeter 3390. Standard retail dealers.

FELTHAM (Middx).—Eaton Cross Garage, Great South West Rd., Tel. Feltham 2176. Standard stockists.

GRAVESEND.—Spooner Motors, Ltd., The Grove, Tel. Gravesend 5256/7. Standard retail dealers.

GUILDFORD.—Putlocks, Ltd., High St., Tel. Guildford 5391. Standard distributors.

HARROW (Middx).—Central Motors, 98, 105, 109, Pinner Rd., Tel. 1707. Standard stocking dealers.

HARROW (Middx).—G. & C. Motor Garages, Ltd., Canning Rd., Wealdstone, Tel. Harrow 3432. Standard dealers.

HIGHBRIDGE (Somerset).—London House Motors, Tel. Highbridge 208. Standard retail dealers.

KINGSTON-ON-THAMES.—Bentalls, Ltd., Wood St., Tel. Kingston 1001. Standard retail dealers.

KINGSTON-ON-THAMES.—Lankaster Engineering Co., Ltd., 39-43, Eden St., Tel. Kingston 3151/4. Standard distributors.

LAMBERHURST (Kent).—P. J. Ayards & Co., High Street Garage, Tel. Lamberhurst 217. Standard retail dealers.

EEDS, 1.—Frank H. Dutton, Ltd., 135, Albion St., Tel. 25811 or 5-1151/3. Retail dealers.

LINGFIELD (Surrey).—Pialstow Garages, Ltd., Tel. Lingfield 120. Standard retail dealers.

LIVERPOOL, 21.—Litherland Motors (L'pool), Ltd., Hawthorne Rd., Tel. Waterloo 2484/5. Standard dealers.

LONDON, W.1.—R. Hardy & Son, 55, Marylebone, Tel. 1107/8. Standard retail dealers.

LONDON, W.1.—Berkeley Square House Garage, Ltd., Berkeley Sq., Grosvenor 4343. Exclusive Standard & Triumph agents.

LONDON, W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater, Tel. Bayswater 0085. Retail dealers.

LONDON, W.6.—Normand, Ltd., 405-9, King St., Hammersmith, Tel. Riv. 3665/6. Standard retail dealers.

LONDON, W.11.—John S. Truscott, Ltd., 173, Westbourne Grove, Tel. Bayswater 4274. Standard stocking dealers.

LONDON, W.13.—Green Man Garage (Ealing), Ltd., 64, The Broadway, West Ealing, Ealing 5044. Stockists.

LONDON, N.2.—Motourists (London), Ltd., Great North Rd., East Finchley, Tudor 2301/2. Stocking agents.

LONDON, N.9.—Jack Williams (Motors), Ltd., 169, Priory Rd., Hornsey, Mountview 5228. Standard stocking dealers.

LONDON, N.8.—Ellis & Co., 44-53, High St., Tel. Mou. 2255. Standard dealers.

LONDON, N.W.2.—Starnes Motors, 103, The Broadway, Crickwood, Tel. Gladstone 2480. Standard agents.

LONDON, N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane, Tel. Hendon 1145/6. Standard retail dealers.

LONDON, N.W.7.—Hillwood Motors, Ltd., 559, 565, 571, Watford Way, Mill Hill 4232. Appointed dealers.

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Tel. Colindale 6134/5/6. Standard retail dealers.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High St., Harlesden, Elgar 6256/7/8. Standard agents.

LONDON, E.1.—Alfred Jacobs (Motor Sales), Ltd., 343, Mile End Rd., Tel. Advance 3633. Standard area dealers.

LONDON, S.E.23.—Seager & Co., 175, Perry Vale Tel. Forest Hill 1338. Standard retail dealers.

STANDARD—Continued

LONDON, S.W.3.—J. Coryton, Ltd., 139-149, Fulham Rd., Tel. Kensington 1410. Standard retail dealers.

LONDON, S.W.6.—London & Counties Motor Mart, Ltd., 79-91, New King's Rd., Renown 1163. Main agents.

LONDON, S.W.7.—Le Grice Elers, Ltd., 107-9, Old Brompton Rd., Kensington 2477/8 & 8000. Retail dealers.

LONDON, S.W.11.—Harmar Garages, Ltd., 39, Chatham Rd., Battersea, Tel. Battersea 7844. Standard area dealers.

LONDON, S.W.15.—K.L. Service Station, Ltd., Kingston Vale, Tel. Kingston 8333. Standard retail dealers.

LONDON, S.W.17.—Barkers Motors (London), Ltd., 205, Balham High Rd., Balham 6666. Standard retail dealers.

LONDON, S.W.18.—Southfields Engineering Works, 60-62, West Hill Rd., Wandsworth, Putney 2736. Standard stockists dealers.

LONDON, S.W.18.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, Vandyke 1166. Retail dealers.

MALVERN.—Rothwell & Melbourne, Ltd., Central Garage, Tel. Malvern 300/301. Standard area dealers.

MARGATE.—Northdown Motor Co., Northdown Rd., Tel. Thanet 20404/5/6. Standard distributors.

NEW BARNET (Herts).—Clockhouse Garage, Ltd., Brookhill Rd., Tel. Barnet 3508. Standard dealers.

NEWBURY (Berks).—Martin & Chillingworth, Ltd., The Broadway, Tel. Newbury 676/8. Standard distributors.

NEWCASTLE-UPON-TYNE.—Holloway (Jesmond), Ltd., Fern Avenue Garage, Jesmond, Tel. 812335. Standard retail dealers.

NORTHWOOD (Middx).—Colliver-Fisher of Northwood, Ltd., Tel. Northwood 777. Standard retail dealers.

PONTILLANFRAITH (Mon).—T. H. Williams, Belmont Garage, Tel. Blackwood 3231. Standard main dealers.

RAINHAM (Essex).—Wag Bennett & Sons, New Rd., Tel. Rainham 638. Standard dealers.

READING.—Jullians of Reading, Ltd., 27, Kings Rd., Tel. 2494. Standard distributors.

RICKMANSWORTH (Herts).—G. Jones & Son (Prop. E. A. Saunders, Ltd.), 54, High St. 3101 (5 lines). Retail dealers.

ROCHESTER.—Clarke's Motors, 391, Manchester Rd., Tel. 57883. Standard area dealers.

ROMFORD (Essex).—Romford Motor Co., 181, South St., Tel. 2911. Standard retail dealers.

ROMFORD (Essex).—Webbs Garage, 145/149, North St., Tel. Romford 1021. Standard stocking dealers.

ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd., Motor Engineers, Tel. 3185/6/7. Main dealers.

TONBRIDGE (Kent).—Arnolds (Branbridges), Ltd., Paddock Wood, Tel. East Peckham 274/5/6. Standard distributors.

TUNBRIDGE WELLS.—Wards Service Garage, Ltd., 319-323, St. John's Rd., Southborough 1000 (5 lines). Retail dealers.

WELWYN (Herts).—Acland & Tabor, Ltd., Welwyn By-Pass, Tel. Welwyn 481/2/3. Standard main agents.

WESTCLIFF-ON-SEA.—Chalkwell Motor Co., Ltd., 684-6, London Rd., Tel. Leigh-on-Sea 78247. Authorized agents.

WOLVERHAMPTON (Bucks).—W. G. Sellick & Son, New Bradwell, Tel. Wolverton 517. Standard retail dealers.

SUNBEAM

ALDERSHOT.—H. A. Charter, Station Rd., Tel. Aldershot 1246/7. Sunbeam main dealers.

BARNET (Herts).—Hadley Green Garages, Ltd., 202, High St., Tel. Barnet 0332 & 0910. Main dealers.

BARNSTAPLE (Devon).—West Regional Autos, Ltd., Newport Rd., Tel. Barnstaple 5048/9. Sunbeam distributors.

BASINGSTOKE.—Wheeler & Ayland, Ltd., Reading Rd., Tel. Basingstoke 396. Sunbeam main dealers.

BRENTFORD (Middx).—Leonard Williams (Distributors), Ltd., Packard Buildings, Gt. West Rd., Ealing 3400. Retail dealers.

CHRISTCHURCH (Hants).—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch 1681. Sunbeam retail stocking dealers.

CROYDON.—South Auto Co., Ltd., 145, London Rd., Tel. Croydon 2115 (5 lines). Sunbeam main dealers.

ERITH.—North End Machinery & Motor Services, Ltd., North End Rd., Erith 3000. Main dealers.

GLASGOW, S.E.—James B. Rolinson, Ltd., 400, Gallogate, Tel. Bridgeton 3968. Sunbeam retail dealers.

HARROW (Middx).—Ruffells Motors, 185, High St., Wealdstone, Tel. Harrow 6421. Sunbeam main dealers.

HARROW.—Northern Motors of Harrow, 186-194, Pinner Rd., Tel. Harrow 4444. Sunbeam retail dealers.

HAVERFORDWEST (Pemb).—James Parry, County Motors, Tel. 122. Sunbeam retail dealers.

KENTON (Harrow).—Automobile & Aircraft Services, Ltd., 609, Kenton Rd., Wordsworth 7805 (5 lines). Retail dealers.

LEICESTER.—E. W. Campion & Sons, Ltd., Braunstone Gate, Tel. Leicester 23421. Sunbeam retail dealers.

LONDON, S.W.6.—London & Counties Motor Mart, Ltd., 79-91, New King's Rd., Main agents.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., Tel. Fremantle 3333. Sunbeam retail dealers.

LONDON, W.6.—Normand Ltd., 405-9, King St., Hammersmith, Tel. Riv. 3665/6. Sunbeam retail dealers.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

SUNBEAM—Continued

LONDON, N.W.3.—White Bear Garage, 13, Heath St., Hampstead. Tel. Hampstead 5273. Main dealers.
LONDON, S.E.13.—Carria Motors, Ltd., Lewisham Bridge. Tel. Lee Green 8585. Sunbeam main dealers.
MAIDENHEAD (Berks).—R. S. Mead (Sales), Ltd., 42, Queen St. Tel. Maidenhead 3431/2. Sunbeam main dealers.
NEWPORT (Mon).—F. N. Morgan & Co., Ltd., Chepstow Rd. Newport 4941/2/3. Sunbeam distributors.
PARKSTONE (Dorset).—Parkway Garages, Ltd., Sandbanks Rd. Tel. Canford C18s 78078 & 78276. Retail dealers.
ROMFORD (Essex).—The Links Garage, Collier Row. Tel. Romford 3582. Sunbeam dealers.
ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd., Motor Engineers. Tel. 3185/6/7. Main dealers.
ROYSTON (Herts).—Goddard & Dellar, Ltd., North Road Garage. Tel. Royston 3101. Sunbeam main dealers.
SUTTON.—Phoenix Motor Co. (Surrey), Ltd., Phoenix House, High St. Vigilant 1121. Sunbeam main dealers.
WEST CROYDON.—W. Shirley & Sons, 17, Montague Rd. Tel. Croydon 8341 (4 lines). Sunbeam dealers.
WYEMOUTH.—Nicholson Motors, Ltd., 172, Dorchester Rd. Tel. 90. Sunbeam retail dealers.
WINCHESTER.—Will Short, Ltd., St. Cross Rd. Tel. 2386. Sunbeam distributors.
WINSFORD.—Dickinson Bros., High St. Service Stn., John St. Winsford 2241/2. Sunbeam area dealers.

SWALLOW DORETTI

CROYDON (Surrey).—Carria Auto Sales, Ltd., Standard House, South End. Cro. 8088 & 0266. Distributors.
LIVERPOOL. 21.—Litherland Motors (L'pool), Ltd., Hawthorne Rd. Tel. Waterloo 2484/5.

TRIUMPH

BLANDFORD (Dorset).—Arthur Conyers, Ltd., Tel. Blandford 7. Triumph retail dealers.
BOREHAM (Hants).—Whitehill Garage & Service Station, Whitehill. Tel. Bordon 173. Triumph dealers.
BRENTWOOD (Essex).—Hutton Garages, Ltd., Rayleigh Rd. Tel. 2417. Triumph retail dealers.
BROMLEY (Kent).—K. J. Motors, Ltd., Widmore Rd. Tel. Ravensbourne 3456 (5 lines). Triumph main dealers.
BUCKHURST HILL.—Montrose Motors (N. H. Boswell), Epping New Rd. (Main A.11 Rd.). Buc. 117/2, 1753, 1215. Agents.
CROYDON (Surrey).—Carria Auto Sales, Ltd., Standard House, South End. Cro. 8088 & 0266. Distributors.
DARTFORD (Kent).—H. E. Drake, Ltd., 709, Princess Rd. Tel. Dartford 4269. Triumph sub dealers.
DONCASTER.—Edwards Motors (Doncaster), Ltd., Station Garage. Tel. Doncaster 2431/2/3. Triumph distributors.
EDMONTON, N.9.—Grove Garage & Motors, 293-7, Fore St. Edmonton 4162 & 6050. Triumph retail dealers.
ENFIELD.—D. J. Shephard & Co., Ltd., 434-6, Hertford Rd. Tel. Howard 1631. Triumph dealers.
EWELL (Surrey).—Dawson Motors, Ltd., Ewell By-Pass. Tel. Ewell 2582/3. Triumph area dealers.
EXETER.—Lock Brothers, Lady Smith Rd. Tel. Exeter 5990. Triumph retail dealers.
FELTAM (Middlex).—Hutton Cross Garage, Great South West Rd. Tel. Feltham 2176. Triumph T.R.2 stockists.
GUILDFORD.—Puttocks, Ltd., High St. Tel. Guildford 5391. Triumph distributors.
HARROW (Middlex).—G. & C. Motor Garages, Ltd., Canning Rd., Wealdstone. Tel. Harrow 3432. Triumph dealers.
HARROW (Middlex).—Central Motors, 96, 105, 108, Pinner Rd. Tel. 1707. Triumph stocking dealers.
KINGSTON-ON-THAMES.—Bentalls, Ltd., Wood St. Tel. Kingston 1001. Triumph retail dealers.
KINGSTON-ON-THAMES.—Lankaster Engineering Co., Ltd., 39-43, Eden St. Tel. Kingston 3151/4. Triumph distributors.
LEEDS. 1.—Frank H. Dutton, Ltd., 135, Albion St. Tel. 25811 & 3-1151/3. Retail dealers.
LIVERPOOL. 21.—Litherland Motors (L'pool), Ltd., Hawthorne Rd. Tel. Waterloo 2484/5. Triumph dealers.
LONDON, W.1.—R. Hardy & Son, 55, Marylebone High St. Tel. Welbeck 1101/2. Triumph retail dealers.
LONDON, W.1.—Berkeley Square House Garage, Ltd., Berkeley Sq., Grosvenor 4343. Exclusive Standard and Triumph agent.
LONDON, W.13.—Green Man Garage (Ealing), Ltd., 64, The Broadway, West Ealing. Ealing 5044. Stockists.
LONDON, N.2.—Motourists (London), Ltd., Great North Rd.—East Finchley Station. Tudor 2501/2. Stocking agents.
LONDON, N.8.—Jack Williams (Motors), Ltd., 169, Priory Rd., Hornsey. Moutview 5228. Triumph stocking dealers.
LONDON, N.W.2.—Starnes Motors, 103, The Broadway, Cricklewood. Tel. Gladstone 2480. Triumph agents.
LONDON, N.W.7.—Hillwood Motors, Ltd., 598, 565, 571, Watford Way, Mill Hill 4232. Appointed dealers.
LONDON, N.W.10.—J. J. Austin & Sons, Ltd., 139-153, High St., Harlesden. Elgar 6256/7/8. Triumph agents.

TRIUMPH—Continued

LONDON, E.1.—Alfred Jacobs (Motor Sales), Ltd., 545, Mile End Rd. Tel. Advance 3633. Triumph area dealers.
LONDON, S.W.7.—Le Grice Elers, Ltd., 107-9, Old Brompton Rd. Kensington 2477/8 & 3000. Retail dealers.
LONDON, S.W.11.—Harmar Garages, Ltd., 39, Chatlam Rd., Battersea. Tel. Battersea 7844. Triumph area dealers.
LONDON, S.W.15.—X.L. Service Station, Ltd., Kingston Vale. Tel. Kingston 8335. Triumph retail dealers.
NEWBURY (Berks).—Martin & Chillingworth, Ltd., The Broadway. Tel. Newbury 678/9. Triumph distributors.
PONTILANFRAITH (Mon).—T. H. Williams, Belmont Garage. Tel. Blackwood 3231. Triumph Main dealers.
READING.—Julians of Reading, Ltd., 27, Kinas Rd. Tel. 2484. Triumph distributors.
RICKMANSWORTH.—Webbs Garage, 145/149, North St. Tel. Romford 1021. Triumph stocking dealers.
ROCHDALE.—Clarke's Motors, 391, Manchester Rd. Tel. 57885. Triumph area dealers.
ROMFORD (Essex).—Webbs Garage, 145/149, North St. Tel. Romford 1021. Triumph stocking dealers.
ROMFORD (Essex).—Romford Motor Co., 181, South St. Tel. 2211. Triumph retail dealers.
ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd., motor engineers. Tel. 3185, 3186 & 3187. Main dealers.
TONBRIDGE (Kent).—Arnolds (Branbridges), Ltd., Paddock Wood. Tel. East Peckham 274/5/6. Triumph distributors.
TUNBRIDGE WELLS.—Wards Service Garage, Ltd., 319-323, St. John's Rd. Southborough 1000 (3 lines). Retail dealers.
WELWYN (Herts).—Acland & Tabor, Ltd., Welwyn By-Pass. Tel. Welwyn 481/2/3. Triumph main agents.
WESTCLIFF-ON-SEA.—Chalkwell Motor Co., Ltd., 694-6, London Rd. Tel. Leigh-on-Sea 78247. Authorised agents.

VAUXHALL

ALDERSHOT (Hants).—E. J. Baker & Co. (Dorking), Ltd., 42-44, Birchett Rd. Tel. Aldershot 777. Dealers.
BISHOP'S STORTFORD.—Franklin's Garage, Ltd., Stanstead Rd. Bishop's Stortford 363 & 1392. Area dealers.
BROMLEY (Kent).—K. J. Motors, Ltd., Widmore Rd. Tel. Ravensbourne 3456 (5 lines). Vauxhall main dealers.
CAMBRIDGE.—Welch's Garage (Stapleford), Ltd., London Rd., Staple ord. Shelford 2276. Retail dealers.
CARDIFF (S. Wales).—Arlington Motor Co., Ltd., Dumballs Rd., Off Penarth Rd. Cardiff 30641. Dealers.
COBHAM (Surrey).—Rowland Weller (Garages), Ltd., The Tilt. Cobham 16 & 131. Vauxhall area dealers.
DORKING.—E. J. Baker & Co. (Dorking), Ltd., High St. Tel. Dorking 5822 (5 lines). Main dealers.
EAST TWICKENHAM.—Grand Garages (Richmond), Ltd., Richmond Rd. Tel. Popsgrave 2216. Vauxhall main dealers.
EDMONTON, N.9.—Grove Garage & Motors, 293-7, Fore St. Edmonton 4162 & 6050. Vauxhall retail dealers.
FINCHLEY, N.3.—H. Pope & Sons, Ltd., 35-45, Ballards Lane. Fin. 0113. Vauxhall main dealers.
GOSPORT.—Erskine Motors, 72-82, Stoke Rd. Tel. 89141/2. Vauxhall retail dealers.
GUILDFORD.—E. J. Baker & Co. (Dorking), Ltd., 180, High St. Tel. 3541. Vauxhall dealers.
GUILDFORD (Surrey).—E. J. Baker & Co. (Dorking), Ltd., 180, High St. Tel. 3541. Vauxhall dealers.
HARLOW (Essex).—Parsons & Parsons (Garages), Ltd., Tel. Potter Street 121/2/3. Main dealers.
IPSWICH.—McNamara Motors, Ltd., St. Helens St. Tel. 3775/6. 3366. Vauxhall dealers.
KATHERHEAD.—Sundforde (Leatherhead), Ltd., Woodbridge Corner. Tel. 3033. Vauxhall area dealers.
LONDON, N.W.9.—Sporting Motor Bodies, Ltd., Edgware Rd. The Hyde. Tel. Colindale 7171. Vauxhall distributors.
LONDON, E.1.—Alfred Jacobs (Motor Sales), Ltd., 545, Mile End Rd. Tel. Advance 3633. Vauxhall area dealers.
LONDON, S. & S.E.—Keith & Boyle (Ldn.), Ltd., Terminal House, 80, Clapham Rd., S.W.9. Reliance 4211. Distributors.
MANCHESTER.—Graham Brothers (Motors), Ltd., 7-15, Peter St. Tel. Blackfriars 9897. Vauxhall main dealers.
NORTHWOOD (Middlex).—Colliver-Fisher of Northwood, Ltd., Ltd. Northwood 777. Vauxhall retail dealers.
PLYMOUTH.—Turnbills, Ltd. Tel. Plymouth 64314. Vauxhall dealers.
SUDBURY (Suffolk).—Arlington Motor Co., Ltd., Concord Rd. Tel. Sudbury 2501-2. Vauxhall dealers.
SWANAGE (Dorset).—Poley's Garage, Valley Rd. Tel. Corfe Castle 215. Vauxhall dealers.
TUNBRIDGE WELLS (Kent).—E. J. Baker & Co. (Dorking), Ltd., 29-30, St. John's Rd. Tunbridge Wells 2212. Dealers.
UXBRIDGE.—Gregorys of Uxbridge, Ltd., 53, High St. Tel. Uxbridge 6432/5. Vauxhall main dealers.
WALTHAM CROSS (Herts).—Arlington Motor Co., Ltd., High Rd. Tel. Waltham Cross 2769. Vauxhall main dealers.

VAUXHALL—Continued

WEYBRIDGE (Surrey).—Wood's Garages, Ltd., High St. Tel. Weybridge 217. Vauxhall area dealers.
WINCHESTER (Hants).—Winchester Motor Co., Ltd., St. Cross Rd. Tel. Winchester 3251/2. Vauxhall area dealers.

VOLKSWAGEN

AYLESBURY (Bucks).—Keith Garages, Ltd., Bicester Rd. Tel. Aylesbury 259 & 1003. Volkswagen distributors.
BIRMINGHAM, 5.—Smithfield Garage, Ltd., Digbeth. Tel. Midland 4577/8/9. Volkswagen distributors.
BISHOP'S STORTFORD (Herts).—Frank Bull's Garage, Ltd., Bulls Corner. Tel. 1618. Volkswagen main distributors.
BRENTFORD (Middlex).—Leonard Williams & Co., Ltd., Packard Buildings, Off West Rd. Ealing 3400. Retail dealers.
BRIGHTON (Sussex).—Prestwich (Hove), Ltd., 26-28, St. John's Rd., Hove. S. Tel. Hove 54037/2. Distributors.
CROYDON.—H. Harmer Car Sales, Ltd., 444-6-8, Brighton Rd. Upands 8629. Volkswagen main agents.
CROWBOROUGH.—V.F.M. Motors, Ltd., Crut Rd. Tel. Crowborough 3588. Volkswagen area dealers.
FOLKESTONE.—C. L. & H. L. Bundred, Ltd., Christchurch Rd. & Bouvier Rd. West. Tel. 2726 & 3669. Authorised dealers.
IPSWICH.—McNamara Motors, Ltd., St. Helens St. Tel. 3775/6. 3366. Volkswagen distributors.
LONDON, W.11.—Bennet's, 1, Clarendon Rd., Holland Park. Tel. Park 5066/7. Volkswagen main dealers.
LONDON, N.12.—Metamet (Finchley), Ltd., 236, Woodhouse Rd. Tel. Enterprise 6366. Volkswagen agents.
LONDON, S.W.1.—V.W. Motors, Ltd., Byron House, 7-9, St. James's St. Whitehall 9501. Volkswagen concessionaires.
LONDON, S.W.7.—European Car, Ltd., 129, Old Brompton Rd., South Kensington. Frenantle 7722. Volkswagen distributors.
LONDON, S.W.7.—V. & F. Monaco Motors, The Volkswagen Specialists, 6, Astwood Mews, Courtfield Rd. Frenantle 4414. Agents.
LONDON, Brixton.—Pride & Clarke, Ltd., 158, Stockwell Rd., S.W.9. Brixton 6251. Volkswagen main agents.
MAIDSTONE.—Maidstone Car Sales, 66, Ashford Rd. Tel. Maidstone 3744. Volkswagen distributors.
NEWTON ABBOT.—Beymour Horwell Garages, Courtenay St. Tel. Newton 545 & 1595. Volkswagen main agents.
NORWICH.—The Reliance Garage (Norwich), Ltd., Heigham St. Tel. Norwich 20366/7.
OXFORD.—Humphris (Oxford), Ltd., 59, St. Clements St. Oxford 2719. Volkswagen agents.
PEMBURY (Kent).—Woodgate Motors, Ltd., Hastings Rd. Tel. Pembury 150. Volkswagen dealers.
READING.—Royal Berks Motor Co., 35-43, Thorn St. Tel. 54639. Volkswagen distributors.
RIPLEY (Surrey).—Golborne Garage, Ltd., Portsmouth Rd. Tel. Ripley 2561 (3 lines). Volkswagen distributors.
ROMFORD (Essex).—Harringtons Garage, London Rd. Tel. 1815. Volkswagen area dealers.
SHEPPERTON (Middlex).—Shepperton Garage, Station Approach, Tel. Walton-on-Thames 2411. Volkswagen area dealers.
SOUTHAMPTON.—Revis Car Sales, Ltd., 9-27, New Rd. Tel. Southampton 22334. Volkswagen stocking agents.
ST. HELENS (Jersey).—Jackson's Garage, Esplanade, St. Helens 2640. Volkswagen Channel Islands distributors.
ST. LEONARDS-ON-SEA.—W. J. Hart Motors, Ltd., Western Rd. Hastings 5539. 4146. Main area dealers.
TAPLOW (Bucks).—Maidenhead Autos, Ltd., Bath Rd. Maidenhead 444. Volkswagen main dealers.
TORQUAY.—Lishburne Garage, Babbscombe Rd. Tel. 7041/2. Volkswagen distributors.
WELWYN (Herts).—Acland & Tabor, Ltd., Welwyn By-Pass. Tel. Welwyn 481/2/3. Volkswagen distributors.
WORTHING (Sussex).—The West Sussex Motor Co., Portland Rd. Tel. Worthing 272. Volkswagen main agents.

WOLSELEY

BIRMINGHAM.—The Birches Garage (Hall Green), Ltd., 1364-70, Stratford Rd. Hall Green. Springfield 1151-2. Main agents.
BISTOL. 1.—Western Motors (Hristol), Ltd., Park Row. Tel. 26304. Wolseley distributors.
CHELSEA, S.W.1.—Clarke & Simpson, Ltd., 49, Sloane Square. Tel. Sloane 4727. Wolseley retail dealers.
CHRISTCHURCH (Hants).—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd. Tel. Christchurch 1681. Wolseley retail stocking dealers.
CROYDON.—C. W. J. Coles (Croydon), Ltd., 18, Blunt Rd. Tel. Croydon 0074-5. Wolseley retail dealers.
CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Rd. Tel. Croydon 6004. Wolseley retail dealers.
DAVENHAM (Essex).—Crown Garage (Dagenham), Ltd., Rainham Rd. South. Tel. Rainham 4841/2/3. Wolseley agents.
DORKING (Surrey).—Dorking Motor Co., Ltd., Reigate Rd. Tel. Dorking 2256. Wolseley area dealers.
DOVER (Kent).—Lewis Bros. (Dover), Ltd., 2-19, Cherry Tree Avenue. Tel. Dover 125. Wolseley main agent.
EASTLEIGH (Hants).—Station Garage Tel. Eastleigh 87561. Wolseley stocking dealers.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

WOLSELEY—Continued

ENFIELD.—D. J. Shepherd & Co., Ltd., 434-6, Hertford Rd. Tel. Howard 1651. Wolseley dealers.
 EPBOM (Surrey).—The Woodcote Motor Co., Ltd., Church St. Tel. Epom 1254 (5 lines). Wolseley distributors.
 GUILDFORD.—Coombs & Sons (Guildford), Ltd., St. Catharines, Portsmouth Rd., Guildford G2907/8/9. Main agents.
 LONDON, W.1.—Eustace Watkins, Ltd., 12, Berkeley St. Tel. Mayfair 5951. Wolseley distributors.
 LONDON, W.1.—R. Hard/ & Son, 55, Marylebone High St. Tel. Welbeck 1101/2. Wolseley retail dealers.
 LONDON, W.1.—R. D. M. & Cherrington, Ltd., 9, Albemarle St. Tel. Grosvenor 5551. Wolseley retail dealers.
 LONDON, W.2.—R. S. Currie & Co., Ltd., 108, Westbourne Grove, Bayswater. Tel. Bayswater 0085. Retail dealers.

WOLSELEY—Continued

LONDON, N.W.1.—Marylebone Car Sales, Ltd., 6-11, Dorset Close, Gloucester Place, Paddington 0091. Retail dealers.
 LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill. Tel. Colindale 6134-5-6. Wolseley retail dealers.
 LONDON, S.W.3.—J. Coryton, Ltd., 159-149, Fulham Rd. Tel. Kensington 1410. Wolseley retail dealers.
 LONDON, S.W.5.—R. C. Wimbush, Ltd., 312, Earls Court Rd. Tel. Fm. 8401. Wolseley retail dealers.
 LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd. Tel. Fremantle 3533. Wolseley retail dealers.
 LONDON, S.W.7.—Le Grace Elers, Ltd., 107-9, Old Brompton Rd. Kensington 2477/8 & 8000. Retail dealers.
 LONDON, S.W.17.—Barkers Motors (London), Ltd., 209, Balham High Rd. Tel. Balham 6666. Wolseley retail dealers.

WOLSELEY—Continued

NEWCASTLE-UNDER-LYME (Staffs).—Henry Farr & Son, Ltd., Brunswick St. Tel. 67521/2. Wolseley retail dealers.
 NORWICH.—Boshier of Norwich, Ltd., Chapel Field Road Garages. Tel. Norwich 24184 (3 lines). Retail dealers.
 OKEHAMPTON (Devon).—P. J. Glass & Co., Ltd., Central Garage. Tel. 550. Wolseley main agents.
 ROCHDALE.—Clarke's Motors, 591, Manchester Rd. Tel. 57895. Wolseley retail dealers.
 ROMSEY (Hants).—Wynmans, Ltd. Tel. Romsey 2004/5. Wolseley dealers.
 SIDCUP (Kent).—Crips Brothers (Automobile Engineers), Ltd., Main Rd. Footscray 3066/7/8. Wolseley retail dealers.
 WARRINGTON (Lancs).—Hawthorns Motor & Engineering Co. (Collins Green), Ltd. Wolseley retail dealers.

CARAVAN SECTION

ALPERSON

BIRMINGHAM.—The Birches Garage (Hall Green), Ltd., 1564-70, Stratford Rd., Hall Green. Springfield 1151/2. Distributors.
 CHESTER.—Crabtree Caravans, Ltd., Chester Rd., Oakmere, Nr. Northwich. Tel. Sandiway 2107. Alperton distributors.
 GLASGOW, S.W.3.—Western Caravan Service, 2527, Paisley Rd. West. Tel. Halfway 4711.
 FALMOUTH.—Golden Bank Caravan Sites & Sales, Swanpool Rd. Tel. 105. Alperton main agents.
 LONDON, W.1.—A. S. Jenkinson, Ltd., 80, Oxford St. Tel. Langham 5006/7. Alperton distributors.
 LONDON, W.6.—A. S. Jenkinson, Ltd., 37-39, Hammersmith Bridge Rd. Riverside 5141. Alperton caravans.
 LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1364. Alperton distributors.
 NORWICH.—Boshier of Norwich, Ltd., Chapel Field Road Garages. Tel. Norwich 24184 (3 lines). Distributors.
 PEMBROKESHIRE.—Matthew Baker, "Greystones," Dinas-Cross Tel. Dinas-Cross 20. Alperton agent.
 ST. ALBANS (NR.).—St. Albans Caravan Centre, Ltd., Frogmore Park St. Park Street 2291/2. Distributors.
 TAPLOW (Bucks).—A. S. Jenkinson, Ltd., Bath Rd. Tel. Maidenhead 5434. Alperton distributors.
 WANSTEAD, E.11.—Wanstead Caravan Centre, Cambridge Park. Tel. Wanstead 1737. Alperton retail dealers.
 WARRINGLID (Sussex).—Welford Caravans, Ltd., A.23 London-Brighton Rd. Tel. 230. Alperton distributors.
 WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2302. Alperton distributors.

ARGOSY

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1364. Argosy main agents.
 LONDON, N.W.9.—Hartley Caravan Distributors, Ltd., Valley Drive, Kingsbury Rd., Kingsbury. Colindale 5510. Argosy distributors.

BAILEY

LONDON, N.W.9.—Hartley Caravan Distributors, Ltd., Valley Drive, Kingsbury Rd., Kingsbury. Colindale 5510. Bailey distributors.
 ST. ALBANS (NR.).—St. Albans Caravan Centre, Ltd., Frogmore Park St. Park Street 2291/2. Agents.

BALMFORTH

ILKLEY (Yorks).—Carr-Cars, Ltd., The Caravan Centre. Tel. 294. Balmforth distributors.
 WARRINGLID (Sussex).—Welford Caravans, Ltd., A.23 London-Brighton Rd. Tel. 230. Balmforth distributors.

BAMPTON

WARRINGLID (Sussex).—Welford Caravans, Ltd., A.23 London-Brighton Rd. Tel. 230. Bampton agents.

BERKELEY

ILFORD.—Connaught Cruiser Caravans, Ltd., 325-331, High Rd. Tel. Ilford 2701. Berkeley distributors.
 ILKLEY (Yorks).—Carr-Cars, Ltd., The Caravan Centre. Tel. 294. Berkeley agents.
 LEICESTER.—Leicester Caravan Centre, 479-489, Aylestone Rd. Tel. 32342 & 32556.
 LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1364. Berkeley main agents.
 LONDON, N.W.9.—Hartley Caravan Distributors, Ltd., Valley Drive, Kingsbury Rd., Kingsbury. Colindale 5510. Berkeley specialists.
 MAIDENHEAD (Berks).—Dumb-Bell Caravans, Ltd., Bath Rd., Taplow. Tel. Maidenhead 5680. Berkeley distributors.
 MAIDSTONE (NR.).—Maidstone Caravan Co., Ltd., (Main A.20 Rd.), Harrietsham. Tel. Harrietsham 341. Berkeley distributors.
 NORWICH.—The Reliance Garage (Norwich), Ltd., Heigham St. Tel. Norwich 2056/7.
 PRESTON (Lancs).—Sharples Caravans, Preston New Rd., Samesbury. Tel. Samesbury 204. Berkeley main agents.
 ST. ALBANS (NR.).—St. Albans Caravan Centre, Ltd., Frogmore Park St. Park Street 2291/2. Main agents.
 TAUNTON.—Walford Caravan Distributors, Walford Cross. Tel. West Monkton 272. Berkeley agents.
 WARRINGLID (Sussex).—Welford Caravans, Ltd., A.23 London-Brighton Rd. Tel. 230. Berkeley distributors.

BEVERLEY

LEICESTER.—Leicester Caravan Centre, 479-489, Aylestone Rd. Tel. 32342 & 32556.
 SKEGNESS.—Seaways Caravan Sales, Skegness. Tel. 1175 & 967. Beverley main agents.

BLUEBIRD

BIRMINGHAM.—The Birches Garage (Hall Green), Ltd., 1564-70, Stratford Rd., Hall Green. Springfield 1151/2. Distributors.
 BOGNOR REGIS.—Cophorne Caravans, Cophorne Site, Rose Green Rd. Fagham 408. Bluebird retail dealers.
 GLASGOW, S.W.3.—Western Caravan Service, 2527, Paisley Rd. West. Tel. Halfway 4711. Bluebird main agents.
 ILFORD.—Connaught Cruiser Caravans, Ltd., 325-331, High Rd. Tel. Ilford 2701. Bluebird distributors.
 LONDON, W.1.—A. S. Jenkinson, Ltd., 80, Oxford St. Tel. Langham 5006/7. Bluebird distributors.
 LONDON, W.1.—West End Caravan Co., Ltd., 91-94, Tottenham Court Rd. Tel. Langham 7351 & 4809. Agents.
 LONDON, W.6.—A. S. Jenkinson, Ltd., 37-39, Hammersmith Bridge Rd. Riverside 5141. Bluebird distributors.
 LONDON, N.W.9.—Hartley Caravan Distributors, Ltd., Valley Drive, Kingsbury. Colindale 5510. Bluebird distributors.
 MAIDSTONE (NR.).—Maidstone Caravan Co., Ltd., (Main A.20 Rd.), Harrietsham. Tel. Harrietsham 341. Bluebird distributors.
 TAPLOW (Bucks).—A. S. Jenkinson, Ltd., Bath Rd. Tel. Maidenhead 5434. Bluebird distributors.
 TAUNTON.—Walford Caravan Distributors, Walford Cross. Tel. West Monkton 272. Bluebird agents.
 WANSTEAD, E.11.—Wanstead Caravan Centre, Cambridge Park. Tel. Wanstead 1737. Bluebird retail dealers.
 WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2302. Bluebird distributors.

BURLINGHAM

GARSTANG (Nr. Preston, Lancs).—Burlingham Caravans, Garstang By-Pass. Tel. Garstang 145. Burlingham manufacturers.

CAR CRUISER

CAMBRIDGE.—Cambridge Caravans, Newmarket Rd. Tel. Cambridge 3095.
 ILKLEY (Yorks).—Carr-Cars, Ltd., The Caravan Centre. Tel. 294. Car Cruiser distributors.
 PETERBOROUGH.—Whiteley & Creasy, Ltd., Caravan Division, Werrington. Tel. Werrington 555. Car Cruiser distributors.
 WARRINGLID (Sussex).—Welford Caravans, Ltd., A.23 London-Brighton Rd. Tel. 230. Car Cruiser agents.

CARLIGHT

LEICESTER.—Leicester Caravan Centre, 479-489, Aylestone Rd. Tel. 32342 & 32556.
 LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1364. Carlight distributors.
 WARRINGLID (Sussex).—Welford Caravans, Ltd., A.23 London-Brighton Rd. Tel. 230. Carlight distributors.

CHELTENHAM

CAMBRIDGE.—Cambridge Caravans, Newmarket Rd. Tel. Cambridge 3095.
 ILKLEY (Yorks).—Carr-Cars, Ltd., The Caravan Centre. Tel. 294. Cheltenham distributors.
 PETERBOROUGH.—Whiteley & Creasy, Ltd., Caravan Division, Werrington. Tel. Werrington 555. Cheltenham distributors.

COUNTRY LIFE

ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd., Motor Engineers. Tel. 3185, 3186, 3187. Main dealers.

COVENTRY STEEL

BIRMINGHAM.—The Birches Garage (Hall Green), Ltd., 1564-70, Stratford Rd., Hall Green. Springfield 1151/2. Distributors.

DOVEDALE

GARSTANG (Nr. Preston, Lancs).—Burlingham Caravans, Garstang By-Pass. Tel. Garstang 145. Dovedale main agents.
 PEMBROKESHIRE.—Matthew Baker, "Greystones," Dinas-Cross. Tel. Dinas-Cross 20. Dovedale distributor.

ECCLES

BIRMINGHAM.—The Birches Garage (Hall Green), Ltd., 1564-70, Stratford Rd., Hall Green. Springfield 1151/2. Distributors.
 CHESTER.—Crabtree Caravans, Ltd., Chester Rd., Oakmere, Nr. Northwich. Tel. Sandiway 2107. Eccles distributors.
 GARSTANG (Nr. Preston, Lancs).—Burlingham Caravans, Garstang By-Pass. Tel. Garstang 145. Eccles main agents.
 GLASGOW, S.W.3.—Western Caravan Service, 2527, Paisley Rd. West. Tel. Halfway 4711.
 ILFRACOMBE (Devon).—Mullacott Eng. Co., Ltd., Mullacott Cross Caravan Site, Ilfracombe. Tel. 212.
 LEICESTER.—Leicester Caravan Centre, 479-489, Aylestone Rd. Tel. 32342 & 32556.
 LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1364. Eccles distributors.
 LONDON, W.1.—A. S. Jenkinson, Ltd., 80, Oxford St. Tel. Langham 5006/7. Eccles distributors.
 LONDON, W.1.—West End Caravan Co., Ltd., 91-94, Tottenham Court Rd. Tel. Langham 7351 & 4809. Agents.
 LONDON, W.6.—A. S. Jenkinson, Ltd., 37-39, Hammersmith Bridge Rd. Riverside 5141. Eccles distributors.
 MAIDSTONE (NR.).—Maidstone Caravan Co., Ltd., (Main A.20 Rd.), Harrietsham. Tel. Harrietsham 341. Eccles distributors.
 PEMBROKESHIRE.—Matthew Baker, "Greystones," Dinas-Cross. Tel. Dinas-Cross 20.
 TAPLOW (Bucks).—A. S. Jenkinson, Ltd., Bath Rd. Tel. Maidenhead 5434. Eccles distributors.
 TAUNTON.—Walford Caravan Distributors, Walford Cross. Tel. West Monkton 272. Eccles agents.
 WARRINGLID (Sussex).—Welford Caravans, Ltd., A.23 London-Brighton Rd. Tel. 230. Eccles agents.
 WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2302. Eccles distributors.

ECLIPSE

WYMONDHAM (Norfolk).—Eclipse Caravans, London Rd. Tel. Wymondham 3128. Eclipse mfgs.

ENSOR

WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2302. Ensor distributors.

FAIRHOLME

BIRMINGHAM.—The Birches Garage (Hall Green), Ltd., 1564-70, Stratford Rd., Hall Green. Springfield 1151/2. Distributors.
 CAMBRIDGE.—Cambridge Caravans, Newmarket Rd. Tel. Cambridge 3095.
 GARSTANG (Nr. Preston, Lancs).—Burlingham Caravans, Garstang By-Pass. Tel. Garstang 145. Fairholme main agents.
 GLASGOW, S.W.3.—Western Caravan Service, 2527, Paisley Rd. West. Tel. Halfway 4711. Fairholme agents.
 PETERBOROUGH.—Whiteley & Creasy, Ltd., Caravan Division, Werrington. Tel. Werrington 555. Fairholme distributors.
 PRESTON (Lancs).—Sharples Caravans, Preston New Rd., Samesbury. Tel. Samesbury 204. Fairholme distributors.
 WARRINGLID (Sussex).—Welford Caravans, Ltd., A.23 London-Brighton Rd. Tel. 230. Fairholme agents.

FAIRVIEW

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1364. Fairview main agents.
 NEWQUAY (Cornwall).—Trevelgue Caravan Park, Porth. Tel. Newquay 3475. Fairview distributors.
 ROMFORD (Essex).—Fairview Caravans, Bryant Ave., Harold Park. Tel. Ingrebourne 3600. Fairview manufacturers.

FREEMAN

ILKLEY (Yorks).—Carr-Cars, Ltd., The Caravan Centre. Tel. 294. Freeman distributors.
 WARRINGLID (Sussex).—Welford Caravans, Ltd., A.23 London-Brighton Rd. Tel. 230. Freeman distributors.

GLIDER

LONDON, W.1.—A. S. Jenkinson, Ltd., 80, Oxford St. Tel. Langham 5006/7. Glider distributors.
 LONDON, W.6.—A. S. Jenkinson, Ltd., 37-39, Hammersmith Bridge Rd. Riverside 5141. Glider distributors.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

GLIDER—Continued

TAPLOW (Bucks).—A. S. Jenkinson, Ltd., Bath Rd. Tel. Maidenhead 3434. Glider distributors.

WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2302. Glider distributors.

GROSVENOR

LONDON, S.W.7.—Le Grice Elers, Ltd., 137-9, Old Brompton Rd. Kensington 2477/8 & 8000. Retail dealers.

JUBILEE

WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2302. Jubilee distributors.

KELSTON

BIRMINGHAM.—The Birches Garage (Hall Green), Ltd., 1364-70, Stratford Rd., Hall Green. Springfield 1131/2. Distributors.

CHESTER.—Crabtree Caravans, Ltd., Chester Rd., Oakmere, Nr. Northwich. Tel. Sandiway 2107. Kelston distributors.

LONDON, W.1.—A. S. Jenkinson, Ltd., 80, Oxford St. Tel. Langham 5066/7. Kelston distributors.

LONDON, W.6.—A. S. Jenkinson, Ltd., 37-39, Hamersmith Bridge Rd. Riverside 3141. Kelston distributors.

TAPLOW (Bucks).—A. S. Jenkinson, Ltd., Bath Rd. Tel. Maidenhead 3434. Kelston distributors.

LANDOVER

ST. ALBANS (Nr.).—St. Albans Caravan Centre, Ltd., Frogmore Park St. Park St. 2291/2. Agents.

LYNDHURST

NEWQUAY (Cornwall).—Trevelgue Caravan Park, Porth. Tel. Newquay 3475. Lyndhurst distributors.

LYNTON

NEWQUAY (Cornwall).—Trevelgue Caravan Park, Porth. Tel. Newquay 3475. Lynton distributors.

MARSTON

EDINBURGH.—Meadowhouse Garage, Ltd., opposite the Zoo. Tel. Corstorphine 66129. Marston distributors.

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1364. Marston distributors.

LONDON, W.1.—West End Caravan Co., Ltd., 91-94, Tottenham Court Rd. Tel. Langham 7351 & 4809. Agents.

LONDON, N.W.9.—Hartley Caravan Distributors, Ltd., Valley Drive, Kingsbury Rd., Kingsbury. Colindale 3310. Marston distributors.

MAIDSTONE (Nr.).—Maidstone Caravan Co., Ltd., (Main A.20 Rd.), Harrietsham. Tel. Harrietsham 341. Marston distributors.

ST. ALBANS (Nr.).—St. Albans Caravan Centre, Ltd., Frogmore Park St. Park St. 2291/2. Agents.

WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2302. Marston distributors.

NORMANDIE

LONDON, W.1.—West End Caravan Co., Ltd., 91-94, Tottenham Court Rd. Tel. Langham 7351 & 4809. Agents.

NEWQUAY (Cornwall).—Trevelgue Caravan Park, Porth. Tel. Newquay 3475. Normandie distributors.

ST. ALBANS (Nr.).—St. Albans Caravan Centre, Ltd., Frogmore Park St. Park St. 2291/2. Agents.

PALADIN

CARSTANG (Nr. Preston, Lancs.).—Burlingham Caravans, Garstang By-Pass. Tel. Garstang 145. Paladin main agents.

ILFORD.—Connought Cruiser Caravans, Ltd., 325-331, High Rd. Tel. Ilford 2701. Paladin distributors.

LEICESTER.—Leicester Caravan Centre, 479-489, Aylestone Rd. Tel. 32342 & 32556.

LONDON, W.1.—A. S. Jenkinson, Ltd., 80, Oxford St. Tel. Langham 5066/7. Paladin distributors.

LONDON, W.6.—A. S. Jenkinson, Ltd., 37-39, Hamersmith Bridge Rd. Riverside 3141. Paladin distributors.

PALADIN—Continued

LONDON, N.W.9.—Hartley Caravan Distributors, Ltd., Valley Drive, Kingsbury Rd., Kingsbury. Colindale 3310. Paladin distributors.

MAIDSTONE (Nr.).—Maidstone Caravan Co., Ltd., (Main A.20 Rd.), Harrietsham. Tel. Harrietsham 341. Paladin distributors.

PEMBROKEKESHIRE.—Matthew Baker, "Greystones," Dinas-Cross. Tel. Dinas-Cross 20. Paladin agent.

PRESTON (Lancs.).—Sharpley Caravans, Preston New Rd., Samesbury. Tel. Samesbury 204. Paladin distributors.

SKEGNESS.—Seaways Caravan Sales, Skegness. Tel. 1175 & 987. Paladin main agents.

ST. ALBANS (Nr.).—St. Albans Caravan Centre, Ltd., Frogmore Park St. Park St. 2291/2. Agents.

TAPLOW (Bucks.).—A. S. Jenkinson, Ltd., Bath Rd. Tel. Maidenhead 3434. Paladin distributors.

WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2302. Paladin distributors.

PEMBERTON

CHESTER.—Crabtree Caravans, Ltd., Chester Rd., Oakmere, Nr. Northwich. Tel. Sandiway 2107. Pemberton distributors.

CARSTANG (Nr. Preston, Lancs.).—Burlingham Caravans, Garstang By-Pass. Tel. Garstang 145. Pemberton main agent.

PRESTON (Lancs.).—Sharpley Caravans, Preston New Rd., Samesbury. Tel. Samesbury 204. Pemberton main agents.

PENARTH

MAIDSTONE (Nr.).—Maidstone Caravan Co., Ltd., (Main A.20 Rd.), Harrietsham. Tel. Harrietsham 341. Penarth distributors.

PILOT

WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2302. Pilot distributors.

PREMIER

EDINBURGH.—Meadowhouse Garage, Ltd., Opposite the Zoo. Tel. Corstorphine 66129. Premier distributors.

RAVEN

LONDON, W.1.—West End Caravan Co., Ltd., 91-94, Tottenham Court Rd. Tel. Langham 7351 & 4809. Agents.

ROLLALONG

LONDON, W.1.—A. S. Jenkinson, Ltd., 80, Oxford St. Tel. Langham 5066/7. Rollalong distributors.

LONDON, W.6.—A. S. Jenkinson, Ltd., 37-39, Hamersmith Bridge Rd. Riverside 3141. Rollalong distributors.

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1364. Rollalong distributors.

TAPLOW (Bucks.).—A. S. Jenkinson, Ltd., Bath Rd. Tel. Maidenhead 3434. Rollalong distributors.

SAFARI

LEICESTER.—Leicester Caravan Centre, 479-489, Aylestone Rd. Tel. 32342 & 32556.

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1364. Safari distributors.

MAIDENHEAD (Berks.).—Dumb-Bell Caravans, Ltd., Bath Rd., Taplow. Tel. Maidenhead 3680. Safari distributors.

PRESTON (Lancs.).—Sharpley Caravans, Preston New Rd., Samesbury. Tel. Samesbury 204. Safari distributors.

SHANNON

LONDON, N.W.9.—Hartley Caravan Distributors, Ltd., Valley Drive, Kingsbury Rd., Kingsbury. Colindale 3310. Shannon distributors.

SIDDALL

ILKLEY (Yorks.).—Carr-Carr, Ltd., The Caravan Centre. Tel. 294. Siddall distributors.

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1364. Siddall distributors.

SUN REGENT

PEMBROKEKESHIRE.—Matthew Baker, "Greystones," Dinas-Cross. Tel. Dinas-Cross 20. Sun Regent agent.

THOMSON

CAMBRIDGE.—Cambridge Caravans, Newmarket Rd. Tel. Cambridge 5095.

EDINBURGH.—Meadowhouse Garage, Ltd., opposite the Zoo. Corstorphine 66129. Thomson retail dealers.

CARSTANG (Nr. Preston, Lancs.).—Burlingham Caravans, Garstang By-Pass. Tel. Garstang 145. Thomson main agents.

MAIDSTONE (Nr.).—Maidstone Caravan Co., Ltd., (Main A.20 Rd.), Harrietsham. Tel. Harrietsham 341. Thomson distributors.

PETERBOROUGH.—Whitley & Cressy, Ltd., Caravan Division, Werrington. Tel. Werrington 558. Thomson distributors.

WOODFORD GREEN (Essex).—Charles Roth & Co., Ltd., Southend Rd. Tel. Wanstead 2302. Thomson distributors.

TRAVELMASTER

ST. ALBANS (Nr.).—St. Albans Caravan Centre, Ltd., Frogmore Park St. Park St. 2291/2. Distributors.

WILBERBY

BIRMINGHAM.—The Birches Garage (Hall Green), Ltd., 1364-70, Stratford Rd., Hall Green. Springfield 1131/2. Distributors.

CARSTANG (Nr. Preston, Lancs.).—Burlingham Caravans, Garstang By-Pass. Tel. Garstang 145. Wilberby main agents.

LEICESTER.—Leicester Caravan Centre, 479-489, Aylestone Rd. Tel. 32342 & 32556.

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1364. Wilberby distributors.

LONDON, W.1.—A. S. Jenkinson, Ltd., 80, Oxford St. Tel. Langham 5066/7. Wilberby distributors.

LONDON, W.6.—A. S. Jenkinson, Ltd., 37-39, Hamersmith Bridge Rd. Riverside 3141. Wilberby distributors.

LONDON, N.W.9.—Hartley Caravan Distributors, Ltd., Valley Drive, Kingsbury Rd., Kingsbury. Colindale 3310. Wilberby distributors.

TAPLOW (Bucks.).—A. S. Jenkinson, Ltd., Bath Rd. Tel. Maidenhead 3434. Wilberby distributors.

TAUNTON.—Walford Caravan Distributors, Welford Cross. Tel. West Monkton 272. Wilberby agents.

WANSTEAD, E.11.—Wanstead Caravan Centre, Cambridge Park. Tel. Wanstead 1757. Wilberby retail dealers.

WINCHESTER

ILKLEY (Yorks.).—Carr-Carr, Ltd., The Caravan Centre. Tel. 294. Winchester distributors.

WINCHESTER.—Bertram Hutchings, Ltd., 124, Stockbridge Rd. Tel. Winchester 2593. Winchester manufacturers.

WINSOME

ILFORD.—Connought Cruiser Caravans, Ltd., 325-331, High Rd. Tel. Ilford 2701. Winsome distributors.

MISCELLANEOUS CARAVANS

PAIGNTON.—The "Woodliffe" Caravan Agency, Waterside Hotel Annex, Three Beches. Tel. 58434. Agents for all makes.

CARAVAN ACCESSORIES

EDINBURGH.—Meadowhouse Garage, Ltd., opposite the Zoo. Tel. Corstorphine 66129. Color gas.

CARSTANG (Nr. Preston, Lancs.).—Burlingham Caravans, Garstang By-Pass. Tel. Garstang 145. Color gas.

COUPLINGS

CHESTER.—C. P. Witter, Ltd., 154, Foregate St. Tel. Chester 25004. Couplings manufacturers.

TOWING BRACKETS

CHESTER.—C. P. Witter, Ltd., 154, Foregate St. Tel. Chester 25004. Towing brackets manufacturers.

COVENTRY.—Sam Robbins, Ltd., The Austin Depot, Cox St. Tel. 63242/3. Towing brackets.

RICE TRAILERS

COVENTRY.—Sam Robbins, Ltd., The Austin Depot, Cox St. Tel. 63242/3. Rice famous trailers.

COMMERCIAL VEHICLE SECTION

AUSTIN

BLANDFORD FORUM (Dorset).—Flander's Garage, Whitehill, Mill St. Tel. Blandford 57. Austin main dealers.

COVENTRY.—Sam Robbins, Ltd., The Austin Depot, Cox St. Tel. 63242/3. Austin main dealers.

CROYDON.—Milne & Russell, Ltd., 1, Brighton Rd. Tel. Croydon 3656/7/8. Austin distributors.

EXETER.—P. Pike & Co., Ltd., Aliphington St. Tel. 5241. Austin distributors.

HARROW (Middx.).—G. & C. Motor Garages, Ltd., Canning Rd., Wealdstone. Tel. Harrow 5432. Austin dealers.

HEMEL HEMPSTEAD.—Snaxall's Garage, Ltd., London Rd. Tel. Boxmoor 153. Austin main agents.

INGSTON-ON-TRAMES.—Bentalls, Ltd., Wood St. Tel. Kingston 1001. Austin retail dealers.

LONDON, S.W.2.—Prynn & Stevens, Ltd., 57, Acre Lane. Tel. Brixton 1155. Austin distributors.

LONDON, S.W.16.—Prynn & Stevens, Ltd., 14, Leigham Hall Parade. Tel. Streatham 7362. Austin distributors.

MANCHESTER.—S. Green & Zomis, Ltd., Automobiles, 246-252, Deansgate. Tel. Deansgate 3325/6. Austin retail dealers.

PEEBLES.—Ramsey (Peables), Ltd., Austin House, Tel. 3396. Austin main dealers.

ST. HELLIER (Jersey).—Jackson's Garage, Esplanade, Tel. Central 2640. Austin stocking dealers.

TORQUAY.—Lisburne Garage, Babacombe Rd. Tel. 7041/2. Austin retail dealers.

BEDFORD

BISHOP'S STORTFORD.—Franklin's Garage, Ltd., Stanstead Rd. Bishop's Stortford 363 & 1502. Area dealers.

CARDIFF (S. Wales).—Arlington Motor Co., Ltd., Dumballs Rd., off Penarth Rd. Cardiff 30641. Main dealers.

EAST TWICKENHAM.—Grand Garages (Richmond), Ltd., Richmond Rd. Tel. Poggesgrove 2216. Bedford main dealers.

ENFIELD (Middx.).—Arlington Motor Co., Ltd., High Rd., Ponders End. Tel. Howard 1266. Bedford main dealers.

LONDON, N.W.9.—Spurling Motor Bodies, Ltd., Edgware Rd., The Hyde, Tel. Colindale 7171. Bedford distributors.

LONDON, S. & E.—Keith & Boyle (Ldn), Ltd., Terminal House, 80, Clapham Rd., S.W.9. Reliance 4211. Distributors.

STRETFORD.—Graham Brothers (Motors), Ltd., 799-855, Chester Rd. Tel. Trafford 3311. Bedford main dealers.

SUDBURY (Suffolk).—Arlington Motor Co., Ltd., Conard Rd. Tel. Sudbury 2301/2. Bedford main dealers.

UXBRIDGE.—Oregorys of Uxbridge, Ltd., 53, High St. Tel. Uxbridge 4332/3. Bedford main dealers.

COMMER

BARNET (Herts.).—Hadley Green Garages, Ltd., 202, High St. Tel. Barnet 0332 & 0910. Main dealers.

BASINGSTOKE.—Wheeler & Ayland, Ltd., Reading Rd. Tel. Basingstoke 500. Commer main dealers.

COMMER—Continued

BRENTFORD (Middx.).—Leonard Williams (Distributors), Ltd., Packard Buildings, Off West Rd., Ealing 3600. Retail dealers.

GLASGOW, S.E.—James B. Hollison, Ltd., 400, Gallowgate. Tel. Bridgeton 3868. Commer retail dealers.

HAVERTFORDWEST (Pemb.).—James Parry, County Motors, Tel. 123. Commer retail dealers.

LEICESTER.—E. W. Campton & Sons, Ltd., Braumstone Gate. Tel. Leicester 23421. Commer distributors.

LIVERPOOL.—H. Woodward & Son, Ltd., Alcor Works, Formby. Tel. Formby 630. Commer main agents.

LONDON, E.10.—Perkins Garages, Ltd., 439-451, High Rd., Leytonstone 3000, 1876, 4678. Sub agents.

LONDON, S.E.15.—Carris Motors, Ltd., Lewisham Bridge. Tel. Lee Green 8595. Commer main dealers.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd. Tel. Frenstante 3355. Commer retail dealers.

MAIDENHEAD (Berks.).—M. S. Mead (Sales), Ltd., 42, Queen St. Tel. Maidenhead 5451/2. Commer main dealers.

CHORFORD (Essex).—The Links Garage, Collier Row. Tel. Romford 2592. Commer dealers.

SUTTON.—Phoenix Motor Co. (Surrey), Ltd., Phoenix House, High St. Vigilant 1121. Commer main dealers.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

COMMER—Continued

WEYMOUTH—Nicholson Motors, Ltd., 172, Dorchester Rd. Tel. 90. Commer retail dealers.
WINCHESTER—Will Short, Ltd., St. Cross Rd. Tel. 2598. Commer distributors.
WINSFORD—Dickinson Bros., Eligh St., Service Stn., John St. Tel. Winsford 3241/2. Commer area dealers.

DENNIS

SUDBURY (Suffolk)—Arlington Motor Co., Ltd., Conard Rd. Tel. Sudbury 2301/2. Dennis specialists.

DODGE

DORKING (Surrey)—Dorling Motor Co., Ltd., Reigate Rd. Tel. Dorking 2256. Dodge retail dealers.
TORQUAY—Lishburne Garage, Babbacombe Rd. Tel. 7041/2. Dodge main agents.

FORD

CHATHAM—Brook Garage (Chatham), Ltd., 315, 517, 519, High St. & The Brook, Tel. 3201. Main dealers.
FALKIRK—John M. Millar, Ltd., Callendar Rd. Tel. 717 (4 lines). Ford main dealers.
GRAVESEND—Gravesend Motors, Ltd., Pelham Rd. Tel. 4234. Ford main dealers.
LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High St., Harlesden. Elgar 6256/7/8. Ford agents.
LONDON, E.10.—Perkins Garages, Ltd., 439-451, High Rd., Leytonstone 5000, 1878 & 4676. Commercial sub agents.
LONDON, S.W.6.—London & Counties Motor Mart, Ltd., 79-91, New King's Rd. Renown 1183. Main agents.
LONDON, S.W.17.—F. H. Peacock, Ltd., 219-221, Balham High Rd. Tel. Balham 4401. Ford main dealers.
MANCHESTER, 3.—Green & Zonis, Ltd., Automobiles, 246-252, Deansgate, Tel. Deansgate 3525-6. Ford retail dealers.
WOODFORD, E.18.—Frank G. Gates, Ltd., Gates Corner, Tel. Wan. 6633. Ford main dealers.

FORDSON

BARKING—Barking Garage & Engineering Co., Ltd., Wakering Rd., Rippleway 0333 (5 lines). Fordson retail dealers.
FALKIRK—John M. Millar, Ltd., Callendar Rd. Tel. 717 (4 lines). Fordson main dealers.
LONDON, S.W.17.—F. H. Peacock, Ltd., 219-221, Balham High Rd. Tel. Balham 4401. Fordson main dealers.
NEWTON ABBOT—Mid-Devon Garage, Ltd., 38, Walborough St. Tel. 1702/3/4. Fordson main dealers.
SAPFORD WALDEN (Essex)—Cleaves, Ltd., 10, King St. Tel. 3203/4/5. Fordson main dealers.
STAINES—Crimble of Staines, 10, Kingston Rd. Tel. Staines 1143. Fordson main dealers.
WOODFORD, E.18.—Frank G. Gates, Ltd., Gates Corner, Tel. Wan. 6633. Fordson main dealers.

LEYLAND

CARDIFF (S. Wales)—Arlington Motor Co., Ltd., Dumballs Rd., off Penarth Rd. Cardiff 30641. Specialists.

LONDON, S.W.1.—Arlington Motor Co., Ltd., 25, Vauxhall Bridge Rd. Tel. Victoria 6035. Leyland specialists.

SUDBURY (Suffolk)—Arlington Motor Co., Ltd., Conard Rd. Tel. Sudbury 2301/2. Leyland specialists.

MORRIS COMMERCIAL

ACTON, W.3.—Stewart & Ardern, Ltd., Morris House, The Vale, Shepherds Bush 3150. Distributors.

BANSTEAD—Prospect Garage (Banstead), Ltd., Brighton Rd. Tel. Burgh Heath 2292-5. Morris retail dealers.

CATFORD, S.E.6.—Stewart & Ardern, Ltd., Morris House, 200, Bromley Rd. Hither Green 4482. Distributors.

CROYDON—Stewart & Ardern, Ltd., Morris House, Bensham Lane, Broad Green, Thornton Heath 1152. Distributors.

CROYDON (Surrey)—Moore's Presto Motor Works, Ltd., Tinsworth Rd. Croydon 6004. Morris retail dealers.

DORKING (Surrey)—Dorling Motor Co., Ltd., Reigate Rd. Tel. Dorking 2256. Morris retail dealers.

EPSOM (Surrey)—The Woodcote Motor Co., Ltd., Church St., Epsom 1234 (5 lines). Morris-Commercial distributors.

GOLDERS GREEN, N.W.11.—Stewart & Ardern, Ltd., Morris House, Finchley Rd. Speedwell 9711/2/3. Distributors.

ILFORD (Essex)—Stewart & Ardern, Ltd., Morris House, 543, High Rd. Ilford 2225. Distributors.

LONDON, W.1.—Stewart & Ardern, Ltd., Morris House, Berkeley Sq., Mayfair 7690. Distributors.

NORTH HARROW—Stewart & Ardern, Ltd., Morris House, Canterbury Rd., Pinner Rd. Pinner 2300. Distributors.

SOUTH TOTTENHAM, N.15.—Stewart & Ardern, Ltd., Morris House, High Rd., Stamford Hill 1234. Distributors.

STAINES—Stewart & Ardern, Ltd., Morris House, 37, London Rd. Staines 4117. Distributors.

SUTTON—Stewart & Ardern, Ltd., Morris House, 32, Brighton Rd. Vigilant 7666. Distributors.

PERKINS

CARDIFF (S. Wales)—Arlington Motor Co., Ltd., Dumballs Rd., off Penarth Rd. Cardiff 30641. Signholders.

ENFIELD (Middle)—Arlington Motor Co., Ltd., High Signholders.

SUDBURY (Suffolk)—Arlington Motor Co., Ltd., Conard Rd. Tel. Sudbury 2301/2. Perkins signholders.

PARTS & ACCESSORIES, REPAIRERS, ETC.

AXLESHAFTS

WEST LONDON REPAIR CO., Ltd. Wim. 6316-7.
FRONT and rear axle suspension units, shafts, etc., straightened, heat treated, crack detected—56s. High St., Wimbledon. (0586/R)

ELEPHANT MOTORS, Ltd. Axleshafts, London's largest stockists of all makes. Can we help you? **CROWN** wheels and pinions, large stock for most makes, new and second-hand—97-103, Newton Gunpowder, Londoners S.E.1. Tel. Hop 3282. (0608/R)

CROWN wheels and pinions, N.R. for Morris 8, 95/- pair; Ford 8, 99/6; Hillman Minx, £5/5; Singer 8 and 9, £6/5; Standard L.9, £5/15; Vauxhall, £6/-; Witham's, 18, Balham Hill, London, S.W.12. Battersea 5200-5769. (0955/R)

1500 all types, crown wheels and pinions and 5,000 axleshafts available, new or second-hand, parts despatched c.o.d., satisfaction guaranteed or cash refunded.—W. Marchant & Son, Lockford Lane, Stonegravel, Chesham, Tel. 4615. (0223/R)

BALL BEARINGS

DELIVERY from stock of all replacement bearings for British, American and Continental cars—**AUTOMOTIVE** Replacement Division K.O.S. Bearing Co., Ltd., Macrone Rd., Green Lane, Tetton, Walsingham, Tel. Wolverhampton 51757 or 52260. Telegrams: Kages, Wolverhampton. (0152/R)

BALL and roller bearings, all types and sizes, largest stocks lowest prices, same day dispatch—Claude Rye Bearings, 808-921, Fulham Rd., London, S.W.6. Remond 6174 (ext. 23). (0995/R)

BALL, roller and taper roller bearings for all types vehicles, available ex stock; trade enquiries welcomed.—J. C. Burrage, Ltd., 1 & 3, Brixton Rd., S.W.9. Reliance 5199. (0066/R)

BATTERIES, CHARGERS, ETC.

44/6 11—Witham's. Down in price again! Brand new, written guarantee 12 months, 6 volt from 44/6, 12 volt from 85/-—Witham's, 18, Balham Hill, London, S.W.12. Battersea 3280-5769. (0928/R)

BATTERIES—Part exchange your old battery for new or rebuilt unit charged ready for use, guaranteed one year, immediate exchange service, no waiting; batteries hired, tested, properly charged and repaired; R.A.C. appointed, hours 8.30-5.30, Saturday 1 p.m. Trade enquiries invited—Speedwell, Mardale St., Shepherd's Bush, W.12. She. 4224; also 144, Upper Wickham Lane, Wellesley, Kent. Tel. Woolwich 4396. Early closing Wednesday. (0865)

BRAKES, CABLES, ETC

THOS RICHFIELD & SON, Ltd.
BROADSTONE Place, London, W.1. Estab. 1933. Tel. Wel. 0402 (5 lines).
RICHFIELD brake cables, England's leading manufacturers of replacement brake cable units. British, Continental and American, 20,000 cables in stock any type supplied or repaired, only genuine Bowden materials used; send for trade list. (0609/R)

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ZENITH carburettors.
STROMBERG and S.U. carburettors.

GOWER & LEE, Ltd., supply new and replacement units, parts and service at Central London Depot.—Gower & Lee, Ltd., 1-2, Thornton Place, York St., Baker St., W.1. Welbeck 6628 (3 lines). (0635/R)

S.U.
CARBURETTORS and pressure pumps.
SERVICE, tuning repairs.
SOLE distributors.

W. H. M. BURGESS, Ltd., 32, Brunel Rd., Old Oak Common Lane, Acton, W.2. Shepherd's Bush 5361 (4 lines). It will be appreciated if you will phone for an appointment. (0655/R)

W. WATSON & CO. (LIVERPOOL), Ltd.—Auto Electrical Depot, Oldham St., Liverpool, 1. Royal 7090 (10 lines). (0260/R)

OFFICIAL S.U. and Solex agents; large stocks of private and commercial, new and replacement. S.U. and A.C. fuel pumps; prompt postal service. (0103/R)

COX-ATMOS economiser ensures more m.p.g. and reduced engine wear.—Cox-Atmos Products, Ltd., 24, Widney Rd., Knowle, Birmingham. (0594/R)

S.U.—Official service depot.—Carburettors and petrol pumps reconditioned by return of post; rapid tuning service.—Polaris 1122.

MOSS & LAWSON, Ltd., 1076/1096 London Rd., Thornton Heath (2 minutes Norbury Station). (0260/R)

OFFICIAL Zenith, Stromberg, Solex and S.U. agents; largest stock of carburettors and spares in the North; conversion sets for American cars, flexible petrol pipes and air filters, prompt attention to postal enquiries.—Lame St. Garages (L'pool), Ltd., Bolton St., Liverpool, 3. Royal 3232-33. (0252/R)

RELIANT

DONCASTER—Edwards Motors (Doncaster), Ltd., Station Garage, Tel. Doncaster 2431/2/3. Reliant distributors.

SCAMMELL MECHANICAL HORSE

LONDON, S. & S.E.—Keith & Boyle (Ldn.), Ltd., Terminal House, 80, Clapham Rd., S.W.9. Reliance 4211. Distributors.

SEDDON

AYLESBURY (Bucks)—Keith Garages, Ltd., Bicster Rd. Tel. Aylesbury 253 & 1000. Seddon distributors.

STANDARD

DONCASTER—Edwards Motors (Doncaster), Ltd., Station Garage, Tel. Doncaster 2431/2/3. Standard distributors.

LONDON, W.1.—Berkeley Square House Garage, Ltd., Berkeley Sq., Grosvenor 4343. Exclusive Standard and Triumph agents.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High St., Harlesden. Elgar 6256/7/8. Standard agents.

TONBRIDGE (Kent)—Arnolds (Branbridges), Ltd., Paddock Wood, Tel. East Peckham 274/5/6. Standard distributors.

THAMES

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd. Tel. Fremantle 3333. Thames retail dealers.

YEovil (Somerset)—Douglas Seaton, Ltd., Tel. Yeovil 2131. Thames distributors.

TROJAN

LONDON, E.10.—Perkins Garages, Ltd., 439-451, High Rd., Leytonstone 5000, 1878 & 4676. Main agents.

ROMFORD (Essex)—Romford Motor Co., 181, South St. Tel. 2211. Trojan distributors.

TONBRIDGE (Kent)—Arnolds (Branbridges), Ltd., Paddock Wood, Tel. East Peckham 274/5/6. Trojan distributors.

VOLKSWAGEN

BRIGHTON (Sussex)—Prestwich (Hove), Ltd., 26-28, St. John's Rd., Hove, 8. Tel. Hove 34037/8. Distributors.

FOLKESTONE—C. L. & H. L. Blundell, Ltd., Christchurch Rd. & Bouverie Rd. West. Tel. 2726 & 3669. Authorized dealers.

LONDON, S.W.7.—European Cars, Ltd., 129, Old Brompton Rd., South Kensington, Fremantle 7722. Volkswagen distributors.

OXFORD—Humphris (Oxford), Ltd., 59, St. Clements, Tel. Oxford 2719. Volkswagen agents.

PENBURY (Kent)—Woodgate Motors, Ltd., Hastings Rd. Tel. Penbury 130. Volkswagen dealers.

READING—Royal Berks Motor Co., 35-43, Thorn St. Tel. 54639. Volkswagen distributors.

RIPLEY (Surrey)—Colborn Garage, Ltd., Portsmouth Rd. Tel. Ripley 2361 (2 lines). Volkswagen distributors.

CARBURETTORS, ECONOMISERS

S.U. official carburettor agent, turning to S.U. trained mechanics; car repairs.—Geo. Adams, 28-30, Rochester Mews, N.W.1. Gul. 4074. (0255/R)

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, authorised main S.U. stockists and fitting station.—209, Balham High Rd., S.W.17. (0525/R)

ZENITH, Solex, S.U., new and replacement units and spares—John A. Sparks & Co., Main Distributors, Streatham Hill, S.W.2. Tulse Hill 5434 (4 lines). (0323/R)

VOKES Gasmaster for increased mileage; prices of all models 14/6; easily fitted; trade and retail supplied.—Comerfords, Ltd., Oxford House, Portsmouth Rd., Thames Ditton, Surrey. Emb. 2323/4. (0575/R)

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WOOL pile and rubber-backed carpets, ribbed Hardura and rubber mats, link mats, tailored to fit all models, popular colour range; state model, hp, year.

UPHOLSTERY covers, travel rugs, luggage covers and Octopus straps, prompt delivery; carriage paid.

THE CAR MAT CO., Ltd. (Est. 1931), 16, Colville Rd., Westbourne Grove, London, W.11. Bay. 6262/5. (0164/R)

CAR COVERS

CAR covers (waterproof).
"SILVERNOIL" car covers: new process P.V.C. silver sheeting, strong, durable, 100% waterproof, welded waterproof seams, reinforced eyeletting; light in weight, easy to handle; 8 ft. 27/6; 12 ft. by 8 ft. 37/6; 15 ft. by 12 ft. 57/6; 18 ft. by 12 ft. 72/6; 20 ft. by 13 ft. 90/-; post free.

CAR covers (dust sheets).
SHAPED covers made from white superfine Egyptian cotton, dust proof, tear resisting; will completely enclose Vauxhall Velox or similar "tea cosy" fashion; post free, 45/-; trade and bulk purchase enquiries welcomed.—H. C. Briggs, 83, Forest Rd., London, E.17. Larkwood 2705. (0321/R)

CHROMIUM PLATING

HEADLAMP reflectors resilvered, 7/6 each, plus p. and p. 1/- each; cash with order; 24-hour service; trade enquiries invited.—Marshall Beresford, 18, Boston Place, Marylebone, N.W.1. Pd. 5995. (0032/R)

HEADLAMP reflectors heavily electroplated, 100% silver, mirror finish, guaranteed, 5/- each, plus p. and p. 1/- each; work starts 11 each if required, re-posted on day received; send p.a.—R. E. Packer, 189, Hotwell Rd., Bristol, 8. (0308/R)

PARTS AND ACCESSORIES, REPAIRERS, ETC.

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CUT your plating costs on rechroming all car fittings, highest quality finish for over 50 years; keen prices; trade enquiries invited.—T. Smith & Co., Ltd., Redwood, 25, Clarendon Close, London, E.C.1. Tel. Clerkenwell 7314. (10045/R)

CYLINDER BLOCKS

REPAIRED without distortion for electro deposition at 60° Fahr, no dismantling except for internal fractures; tensile strength greater than original; repair guaranteed; process as approved by A.A. and R.A.C.—Plateau Ltd., 4, Lottie St., S.E.16. Bermondsey 1455. (0080/R)

CYLINDER GRINDING, ETC.

CRANKSHAFT grinding.
CYLINDER boring and retooling; precision work at lowest competitive rates to the trade.
GREGORY'S OF UXBIDGE, Ltd., 53, High St., Uxbridge. Tel. Uxbridge 6432/3. (0366/R)

PRECISION engines, camshaft and crankshaft rebuilding and grinding, slit casings, boring and sleeving metal spraying and welding, cylindrical and bar grinding.
SPARE PARTS SERVICES (CRICKLEWOOD), Ltd., 5, Edward Road (N. Staples Corner), London, N.W.2. (Gladstone 2556/8716). (01919/R)

ENGINES rebored on your premises without removal from chassis, Van Norman process Hépolite piston, Maycroft Motors, 24, Lynton Rd., Hounslow, M.4. Mountview 4871. (0037/R)

REBORING and sleeving, pistons, crankshaft grinding and new shell bearings; bearings remachined and line bored; connecting rods remachined; high-class work and quick service.
EDWARDS CYLINDER REBORERS, 110, Northfield Ave., Ealing, W.13. Tel. Eal. 7138. (0781/R)

BENSHAM LANE GARAGE, Ltd.—Crankshaft grinding, line boring, bearings remachined, retooling, sleeving, surface grinding.—32-34, Bensham Lane, W. Crofton, Thornton Heath 4126. (0310/R)

CRANKSHAFT grinding, cylinder boring, retooling, valve inserts, finest work only.—Send your enquiries to Salisbury's Garage, Cam Rd., Cambridge 2598. (7041)

MIRRORED finish rebore, best pistons: Austin 7, 45/-; Austin, Morris, Ford, Hillman 8/10hp, 85/-; heads resurfaced; drums machined; 4-hour service; exchange crankshafts.—Rowley & Lewis, Summerland, Gdn., Muswell Hill, N.10. Tudor 5870. (0632/R)

J. AUSTIN & SONS, Ltd. specialists in cylinder re-boring and sleeving, crankshaft grinding, line boring, con rods remachined, 24-hour service; valve inserts; brake drums skimmed, cylinder heads refaced, all types of engines reconditioned including diesel; collection and delivery, trade supplied.—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Ligar 6356-7-8. (0005/R)

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THE Berkshire defroster, demists without current; switch on only to defrost; four heating elements, 6, 12 or 24 volt; size 16 1/2 x 8 1/2 in.; price £2/2; an essential for safe driving during the coming months.—The Houdas Ltd., 2-14, Hampton Rd., Crickham Green, Middlesbrough 6284, 5 lines. (0782/R)

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PRIDE & CLARKE, Ltd.—For new and second-hand dynamo starters, starter batteries, lamps.—Stockwell Rd., W.9. Brixton 6251. (1X355/R)

ELECTRICAL EQUIPMENT

COUNTRY house diesel light and power plants, specialists in 2 and 4 hp, separate dynamo, alternators or engines; lists free.
POWERHOOD Wandsworth Town Station Works, York Rd., London, S.W.13. Van 5234 10 mins. Waterloo. (0620/R)

FOR disposal, modern Cub diesel alternator, 230v, 20 or 25 amp; complete unit with full instrument panel; price £175.—Box 2363. (8058)

MOTOR transport electrical components, heavy-duty Crypton test bench, new and unused complete with auxiliary equipment available Camberley, Surrey.—Details of price, viewing appointment and copies of specification to Box 2384. (8091)

CLARE'S MOTOR WORKS—Second-hand and reconditioned exchange stocks of dynamo, starters, magnetos, distributors and S.U. pumps; quotations for repairs or replacements.—Clare's Motor Works, 269, Knight's Hill, West Norwood, S.E.27. (0149/R)

ENGINES AND ACCESSORIES

J. AUSTIN & SONS, Ltd.
IN stock, Ford factory reconditioned 8hp and 10hp exchange engines; also exchange V.8 22hp, V.8 30hp, V.8 32hp Canadian and Mercury new Ford 8hp, 10hp and V.8 50hp engines; exchange Ford 8hp, 10hp and 50hp gear boxes; exchange Morris 10hp, 12hp, Hillman Minx and Austin 10hp engines; also Austin 7hp blocks, crankshafts and con-rods exchanged, trade supplied.—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Ligar 6356-7-8. (0006/R)

ROLLS-ROYCE and Bentley.
JACK BARCLAY (SERVICE), Ltd.—Officially appointed repairers will overhaul your engine or supply replacement for certain series.—Duners St., Chelsea S.W.3. Fla. 2223. (1M102/R)

AUSTIN 7 reconditioned engines, 3 bearing 230; 2-bearing £31/10; engines forwarded against returnable deposit; trade supplied.
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ARMSTRONG SIDDELEY engines; immediate exchange or reconditioning; all units tested guaranteed six months.
ROOT ENGINEERING, Ltd., 160, Fulham Rd., Chelsea, S.W.3. Tel. Kensington 7301 and 7321. (0710/R)

GENUINE 1950 Land-Rover engine and gearbox under 10,000; £50.—Arter Bros., Ltd., Barham 556, Canterbury. (8074)

ENGINES AND ACCESSORIES

STANDARD engines, sale or exchange pre-war types, 8, 10, 12, 14hp.—F. Mitchell (N), Ltd., Derby Rd., Nottingham. (7891)

BEARDS OF KINGSTON, 102, London Rd., Kingston-on-Thames, Wolsey reconditioned factory exchange units, series II and III.—Kingston 3348. (0467/R)

HUMBER, Hillman and Commer engine specialists, reconditioned Minx, £26; Humber Super Snipe, £50; factory reconditioned engines for all models from stock.
R. J. GRIMES, Ltd., Hadfield Garage, Maripit Lane, Coulsdon, Surrey. Uplands 5637. (0718/R)

EUSTACE WATKINS, Ltd., Chelsea Manor St., sole London distributors Wolsey cars; exchange engines stocked for all models; any make of engine reconditioned. (0278/R)

BLACKBIRD HILL GARAGE, Ltd., stock reconditioned engines for Austin Big Seven, 8hp, 10hp, 12hp, 14hp, 15hp, A40 and Commercial; Morris 8hp, 12hp and 10cw vans; Standard 8hp; your old engine taken in exchange; please quote car numbers.
BLACKBIRD HILL GARAGE, Ltd., Kingsbury, N.W.9. Colindale 6134-5-6. (0657/R)

EXCHANGE engine service to the trade, Austin Morris, Hillman, Ford, Standard, Vauxhall, all models ex-stock, fully reconditioned and guaranteed; exchange and outfit sale.—Capital Garage and Engineering Co., Ltd., 14, Princess Rd., Moss Side, Manchester, 14. Tel. Moss Side 3466-7. (0274/R)

GUARANTEED reconditioned replacement engines, Ford 8-10, £19/10; Morris 8, Standard 8, Austin 8, £23/10; Hillman 10, Austin 10, Vauxhall 12 and 12 1/2, £27/10; Austin A40, £30; Ford V.8, 22, 30, 32, £40; Vauxhall Velox, £42/10.—J. G. Rutherford & Co., Ltd., Eastern Ave., Romford 2552. (0056/R)

FACTORY-RECONDITIONED engine, 8hp £25; 10hp £28; 12hp £35; 14hp £40; 16hp £45; 18-20hp £50; dismantling and fitting £4 extra; 3-day service; exchange blocks, crankshafts; collect and deliver car or engine.—Hamstead 3053, 9 a.m. to 7 p.m., or write Hamstead Motors, 1, Heath Villas, The Vale, Hamstead, N.W.3. (7727)

GARAGE EQUIPMENT

AIR compressor units 2 1/2 to 18 cu ft, 100 to 800 p.s.i., from £4/17/6; stationary and mobile plants from £16/17/6.
18 tanks and accessories at approximately 50% A. off list.
TEDDINGTON ENGINEERING CO. Ltd., Dept. M., 29, 31, High St., Teddington, Middx. (0369/R)

BLACK & DICKER vibro centric valve seat grinders complete, little used, £18/10; hydraulic trolley jacks, serviced and tested, 40ft wire tow ropes and shackles as new, 14/6.—Kingsley, The Vale, Hamstead, N.W.3. (7727)

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TWO Wayne petrol pumps, model 1880 preferable, volts 400 or 250, cycles 50.—Harveys Central Garage, Hamworthy, Poole, Dorset. (8049)

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PRESELECTOR (self change) gear box specialists, as fitted to Daimler, Lanchester, Armstrong Siddeley, Riley, etc., cars; 48-hour reconditioning exchange service.—Arcot Engineering, Ltd., 109, Fulham Rd., Chelsea, S.W.3. Kensington 7301 and 7321. (0121/R)

GUARANTEED second-hand gear boxes, all makes and years, 7 days approval against cash.
W. MACHETT & SON, Lockford Lane Garage, Gloucestershire, Cheltenham, Glou., Tel. 4615. (0322/R)

STEERING nuts supplied for all types of cars, steering boxes reconditioned.—Witham's, 18, Balham Hill, S.W.12. Battersea 5260/5769. (0744/R)

ALL makes! Exchange of repairs, including Riley overdrive, fitting, gears.—Tarrant & Fraser, 10, Winchester Mews, N.W.9. Pri. 2647. (1M410/R)

HUMBER, Hillman and Commer gear box specialists, exchange units for all models from stock; also complete range of gear spares.
R. J. GRIMES, Ltd., Hadfield Garage, Maripit Lane, Coulsdon, Surrey. Uplands 5637. (0718/R)

GEAR box specialists, preselector, synchromesh, synchromatic, reconditioned exchange or repair service, most makes and models from stock, Government and municipal suppliers, guaranteed.
GONDAR MOTORS, Edgware Rd. (N. Staples Corner), London, N.W.2. (Gladstone 8716/2358). (0920/R)

PRESELECTOR, synchromesh, Hydra-Matic, etc., repair specialists, all guaranteed, 48-hour service.—Harman (Engineering), 24, Astwood Mews, Courthill Rd., S.W.7. Fre. 7471. (0854/R)

STEERING boxes reconditioned or exchange, nuts sold singly or made to pattern (fitted with immovable steel bush).—Foxey Garage, 18, Elliott St., S.W.9. Reliance 2704. (0514/R)

RECONDITIONED exchange gear boxes for most makes from stock; speedy repair service, spares supplied; trade discounts.—Ken Spares & Motor Engineering, 5-7, Penbridge Mews, London, W.11. Bayswater 0377, 5314. (4138)

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CAR heater comfort and safety assured by fitting Delancy Gully heater, suitable all makes.—Particulars from Delancy Gully, Ltd., Edgware Rd., Crickwood, N.W.2. Tel. Gladstone 2201, Open Saturdays. (0593/R)

WANTED, car heater, new or second-hand, as fitted to 1951 Hillman Minx.—Jones, The Close, Bedford Rd., Hitchin, Herts. (7898)

HOODS, SCREENS, CELLULOSE, ETC.

PILCHERS, cellulose and repair experts.—See under "Coachbuilders and Boxes". (0745/R)

HOODES, tonneau covers, interior trim; immediate service to the trade.—Industrial Cover Co., 22, Queens Mews, Salem Rd., W.2. Bay. 7119. (0959/R)

FREEMAN hoods re-covers, upholstery, carpets, side-screens, tonneau covers specially tailored.—Greenwood, Part Rd. N., Ballo Bridge Rd., Acton, W.3. Acton 2134. (0075/R)

HOODS, SCREENS, CELLULOSE, ETC.

SALMONS GARAGES, Ltd.—Body specialists; estimates given for re-covering hoods and all coachwork repairs.—8, Upper St. Martin's Lane, W.C.2. Temple Bar 3336. (1M463/R)

SPECIALISTS in hoods, side-screens, roofs, head-linings, carpets, seating loose covers, etc.; supplier of all trimming materials.—Knights of North St., Carlisle, Sat. 8 p.m. Wallington 6587. (0077/R)

JACK BARCLAY (SERVICE), Ltd.—Recouling and trimming work, including hoods and carpets; we specialise primarily in Rolls-Royce and Bentley cars, but will be pleased to undertake work on any make.—Danvers St., Chelsea, S.W.3. Fla. 2223. (1M102/R)

PAINT Spraying Handbook "covers car paint, spraying, brushing, touching in, etc., 3/6, post free; catalogue of cellulose, carriage paints and all allied material for brush and spray, free; complete spray plant and polishers hired on daily basis.—Leonard Brooks, Ltd., 19, Oak Rd., Harold Wood, Romford, Ingrebourne 2560. (0768/R)

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FRONT suspension unit and shock absorber service for all popular models.—Lanark Auto Engineers, 256, Lanark Rd., London, W.8. Mal. 4473. (0151/R)

WEST LONDON REPAIR CO. Ltd.—English types, straightened and repaired within 3 days.—56a, High St., Wimbledon, S.W.19. Tel. Wimbledon 6316/7. (0636/R)

ANY make of independent front suspension and shock absorber reconditioned and guaranteed, 11s. from 27s. 6d. from 30/-; exchange prompt fitting service.—A. H. Hobbs & Son, 151, St. James' Rd., West Croydon, Surrey, Th. 4712. (0714/R)

FORD Popular, independent front suspension gives greatly improved comfort, roadholding and safety; conversion units supplied ready for fitting; £26/10; immediate delivery, send for details.—North Downs Eng. Co., Westway, Caterham, Surrey. (0199/R)

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ANDREW & BOOTH, Ltd., 37, Shenn Lane (Mortlake Station), S.W.14. Prospect 1061 (15 lines). (0080/R)

INVINCIBLE premiums by convenient instalments.
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244.0-246.0, 247.0-249.0, 250.0-252.0, 253.0-255.0, 256.0-258.0, 259.0-261.0, 262.0-264.0, 265.0-267.0, 268.0-270.0, 271.0-273.0, 274.0-276.0, 277.0-279.0, 280.0-282.0, 283.0-285.0, 286.0-288.0, 289.0-291.0, 292.0-294.0, 295.0-297.0, 298.0-300.0, 301.0-303.0, 304.0-306.0, 307.0-309.0, 310.0-312.0, 313.0-315.0, 316.0-318.0, 319.0-321.0, 322.0-324.0, 325.0-327.0, 328.0-330.0, 331.0-333.0, 334.0-336.0, 337.0-339.0, 340.0-342.0, 343.0-345.0, 346.0-348.0, 349.0-351.0, 352.0-354.0, 355.0-357.0, 358.0-360.0, 361.0-363.0, 364.0-366.0, 367.0-369.0, 370.0-372.0, 373.0-375.0, 376.0-378.0, 379.0-381.0, 382.0-384.0, 385.0-387.0, 388.0-390.0, 391.0-393.0, 394.0-396.0, 397.0-399.0, 400.0-402.0, 403.0-405.0, 406.0-408.0, 409.0-411.0, 412.0-414.0, 415.0-417.0, 418.0-420.0, 421.0-423.0, 424.0-426.0, 427.0-429.0, 430.0-432.0, 433.0-435.0, 436.0-438.0, 439.0-441.0, 442.0-444.0, 445.0-447.0, 448.0-450.0, 451.0-453.0, 454.0-456.0, 457.0-459.0, 460.0-462.0, 463.0-465.0, 466.0-468.0, 469.0-471.0, 472.0-474.0, 475.0-477.0, 478.0-480.0, 481.0-483.0, 484.0-486.0, 487.0-489.0, 490.0-492.0, 493.0-495.0, 496.0-498.0, 499.0-501.0, 502.0-504.0, 505.0-507.0, 508.0-510.0, 511.0-513.0, 514.0-516.0, 517.0-519.0, 520.0-522.0, 523.0-525.0, 526.0-528.0, 529.0-531.0, 532.0-534.0, 535.0-537.0, 538.0-540.0, 541.0-543.0, 544.0-546.0, 547.0-549.0, 550.0-552.0, 553.0-555.0, 556.0-558.0, 559.0-561.0, 562.0-564.0, 565.0-567.0, 568.0-570.0, 571.0-573.0, 574.0-576.0, 577.0-579.0, 580.0-582.0, 583.0-585.0, 586.0-588.0, 589.0-591.0, 592.0-594.0, 595.0-597.0, 598.0-600.0, 601.0-603.0, 604.0-606.0, 607.0-609.0, 610.0-612.0, 613.0-615.0, 616.0-618.0, 619.0-621.0, 622.0-624.0, 625.0-627.0, 628.0-630.0, 631.0-633.0, 634.0-636.0, 637.0-639.0, 640.0-642.0, 643.0-645.0, 646.0-648.0, 649.0-651.0, 652.0-654.0, 655.0-657.0, 658.0-660.0, 661.0-663.0, 664.0-666.0, 667.0-669.0, 670.0-672.0, 673.0-675.0, 676.0-678.0, 679.0-681.0, 682.0-684.0, 685.0-687.0, 688.0-690.0, 691.0-693.0, 694.0-696.0, 697.0-699.0, 700.0-702.0, 703.0-705.0, 706.0-708.0, 709.0-711.0, 712.0-714.0, 715.0-717.0, 718.0-720.0, 721.0-723.0, 724.0-726.0, 727.0-729.0, 730.0-732.0, 733.0-735.0, 736.0-738.0, 739.0-741.0, 742.0-744.0, 745.0-747.0, 748.0-750.0, 751.0-753.0, 754.0-756.0, 757.0-759.0, 760.0-762.0, 763.0-765.0, 766.0-768.0, 769.0-771.0, 772.0-774.0, 775.0-777.0, 778.0-780.0, 781.0-783.0, 784.0-786.0, 787.0-789.0, 790.0-792.0, 793.0-795.0, 796.0-798.0, 799.0-801.0, 802.0-804.0, 805.0-807.0, 808.0-810.0, 811.0-813.0, 814.0-816.0, 817.0-819.0, 820.0-822.0, 823.0-825.0, 826.0-828.0, 829.0-831.0, 832.0-834.0, 835.0-837.0, 838.0-840.0, 841.0-843.0, 844.0-846.0, 847.0-849.0, 850.0-852.0, 853.0-855.0, 856.0-858.0, 859.0-861.0, 862.0-864.0, 865.0-867.0, 868.0-870.0, 871.0-873.0, 874.0-876.0, 877.0-879.0, 880.0-882.0, 883.0-885.0, 886.0-888.0, 889.0-891.0, 892.0-894.0, 895.0-897.0, 898.0-900.0, 901.0-903.0, 904.0-906.0, 907.0-909.0, 910.0-912.0, 913.0-915.0, 916.0-918.0, 919.0-921.0, 922.0-924.0, 925.0-927.0, 928.0-930.0, 931.0-933.0, 934.0-936.0, 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1341.0-1343.0, 1344.0-1346.0, 1347.0-1349.0, 1350.0-1352.0, 1353.0-1355.0, 1356.0-1358.0, 1359.0-1361.0, 1362.0-1364.0, 1365.0-1367.0, 1368.0-1370.0, 1371.0-1373.0, 1374.0-1376.0, 1377.0-1379.0, 1380.0-1382.0, 1383.0-1385.0, 1386.0-1388.0, 1389.0-1391.0, 1392.0-1394.0, 1395.0-1397.0, 1398.0-1399.0, 1400.0-1402.0, 1403.0-1405.0, 1406.0-1408.0, 1409.0-1411.0, 1412.0-1414.0, 1415.0-1417.0, 1418.0-1420.0, 1421.0-1423.0, 1424.0-1426.0, 1427.0-1429.0, 1430.0-1432.0, 1433.0-1435.0, 1436.0-1438.0, 1439.0-1441.0, 1442.0-1444.0, 1445.0-1447.0, 1448.0-1450.0, 1451.0-1453.0, 1454.0-1456.0, 1457.0-1459.0, 1460.0-1462.0, 1463.0-1465.0, 1466.0-1468.0, 1469.0-1471.0, 1472.0-1474.0, 1475.0-1477.0, 1478.0-1480.0, 1481.0-1483.0, 1484.0-1486.0, 1487.0-1489.0, 1490.0-1492.0, 1493.0-1495.0, 1496.0-1498.0, 1499.0-1501.0, 1502.0-1504.0, 1505.0-1507.0, 1508.0-1510.0, 1511.0-1513.0, 1514.0-1516.0, 1517.0-1519.0, 1520.0-1522.0, 1523.0-1525.0, 1526.0-1528.0, 1529.0-1531.0, 1532.0-1534.0, 1535.0-1537.0, 1538.0-1540.0, 1541.0-1543.0, 1544.0-1546.0, 1547.0-1549.0, 1550.0-1552.0, 1553.0-1555.0, 1556.0-1558.0, 1559.0-1561.0, 1562.0-1564.0, 1565.0-1567.0, 1568.0-1570.0, 1571.0-1573.0, 1574.0-1576.0, 1577.0-1579.0, 1580.0-1582.0, 1583.0-1585.0, 1586.0-1588.0, 1589.0-1591.0, 1592.0-1594.0, 1595.0-1597.0, 1598.0-1599.0, 1600.0-1602.0, 1603.0-1605.0, 1606.0-1608.0, 1609.0-1611.0, 1612.0-1614.0, 1615.0-1617.0, 1618.0-1620.0, 1621.0-1623.0, 1624.0-1626.0, 1627.0-1629.0, 1630.0-1632.0, 1633.0-1635.0, 1636.0-1638.0, 1639.0-1641.0, 1642.0-1644.0, 1645.0-1647.0, 1648.0-1650.0, 1651.0-1653.0, 1654.0-1656.0, 1657.0-1659.0, 1660.0-1662.0, 1663.0-1665.0, 1666.0-1668.0, 1669.0-1671.0, 1672.0-1674.0, 1675.0-1677.0, 1678.0-1680.0, 1681.0-1683.0, 1684.0-1686.0, 1687.0-1689.0, 1690.0-1692.0, 1693.0-1695.0, 1696.0-1698.0, 1699.0-1701.0, 1702.0-1704.0, 1705.0-1707.0, 1708.0-1710.0, 1711.0-1713.0, 1714.0-1716.0, 1717.0-1719.0, 1720.0-1722.0, 1723.0-1725.0, 1726.0-1728.0, 1729.0-1731.0, 1732.0-1734.0, 1735.0-1737.0, 1738.0-1740.0, 1741.0-1743.0, 1744.0-1746.0, 1747.0-1749.0, 1750.0-1752.0, 1753.0-1755.0, 1756.0-1758.0, 1759.0-1761.0, 1762.0-1764.0, 1765.0-1767.0, 1768.0-1770.0, 1771.0-1773.0, 1774.0-1776.0, 1777.0-1779.0, 1780.0-1782.0, 1783.0-1785.0, 1786.0-1788.0, 1789.0-1791.0, 1792.0-1794.0, 1795.0-1797.0, 1798.0-1799.0, 1800.0-1802.0, 1803.0-1805.0, 1806

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TWO junior salesmen required, those with Nuffield experience preferred.—Apply by letter only giving full details of experience and remuneration required to Bristol Motor Co., Ltd., Ashton Gate, Bristol, 2. [8065]

SALESMAN required for Used Car Department—all makes. Only those experienced in dealing with secondhand cars need apply in writing to Sales Manager, W. Harold Perry, Ltd., 817, London Rd., West Cliff-on-Sea, Essex. [7713]

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PAOR BROS., Morris Car Distributors, Benhill, require senior sales mechanic with sound experience Morris Vauxley, Riley cars. Salary offered according to applicant's comprehensive knowledge. Position permanent.—Write in first instance with copy of references to 68 Sackville Road, Benhill-on-Sea, 7677

SITUATIONS VACANT

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MANN EGERTON & Co., Ltd., have vacancy in their West End showroom for a salesman with experience in the retailing of high-class motor cars.—Applicants should write in confidence, giving full details of education, experience, age, etc., to the Managing Director, 14, Berkeley St. W.1. [7714]

EXPERIENCED and reliable costs and accounts office manager required at once for general motor vehicle repair shop; must have excellent references and sufficient technical knowledge for accurate costing, estimating and invoicing; good salary and prospects and a free house near the works.—Apply by letter only to C.M.I., Finchley Rd., London, N.W.3. [8030]

BRANCH manager required by Ford main dealer in South Hampshire; the applicant should have experience with the white Ford range, including Fordson tractors and implements; the depot affords scope for expansion and development and a permanent position for a keen man.—Candidates should write stating age, experience and salary required to The Secretary, Allon Motor Co., Ltd., Alton, Hampshire. [7712]

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MOTOR Mechanic for Gatooma, S. Rhodesia, to maintain petrol and diesel vehicles of Cotton Industries Board. Initial salary to £500 p.a. Accommodation available. For programme of staff and training. Only fully qualified and experienced men considered.—Apply with brief details to Overseas Technical Service, 5, Welton Crescent, Earrow, quoting OSS. 54/12. [8098]

MOTOR Vehicle Workshop Manager required. Applicant must be keen, energetic and ambitious, fully experienced in all branches of private motor vehicle repair trade, also in management of staff and training. The position offered is important and of wide scope. Excellent salary offered and a bonus paid on results.—Apply in writing or in person to G. Wallis, Wallis & Son, Ltd., 321, Chesterton Rd., Cambridge. [8100]

MOTOR manufacturers have vacancies for service engineers, thorough practical experience of vehicle servicing should be supported by study to at least Ordinary National Certificate (Mechanical Engineering) standard, initiative, essential, experience of staff and training, repair work a strong advantage; the vacancies call for office as well as workshop ability; salary £700-£850 according to qualifications, experience.—Reply to Box 2238 quoting reference S.E.E. [7766]

A.E.C., Ltd., require experienced designers and draughtsmen for recently completed extension to drawing office; modern office equipment; excellent opportunities for progress; good, varied office; 5-day week; pension scheme and canteen facilities; experience of automobile industry preferred.—Applications in writing giving age, experience and salary required to Staff Records Office, Windmill Lane, Southall, Middlesex. [6930]

BODY Designer required to take over duties as Section Leader and control of a section producing detail designs and drawings for production. This position also entails the preparation of well-finished styling drawings, artistic impressions of component parts and the ability to undertake this work is essential. Applications, which will set out age, experience, salary, education, should be addressed to Reference B6, Personnel Manager, Box 2214. [7690]

ANNISON BULL OF OTLEY, Ltd., motor and agricultural engineers, require manager, aged 35-45, fully experienced in technical, financial and repair departments for cars, commercial and agricultural vehicles and equipment; local residence essential; commencing salary £1,000 plus car; pension scheme.—Applications, giving age, experience, interests, family, war-time service or occupation and exact business positions held, with dates and salaries, should be sent in confidence to Mr. W. J. Pratt, Annison Bull of Otley, Ltd., Otley, Yorks. [8073]

SITUATIONS WANTED

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CAPABLE secretarial/general assistant, 34, charge C office and admin. branch, highest integrity; position sought Southern Counties; capital possibly available.—Box 2375. [8090]

WORKS or Service Manager available, full time served engineer with one of the leading vehicle manufacturers; advertiser wishes to join reliable firm where loyalty, experience and ability would be appreciated; wide experience of service management, cash control, staff control, costing, estimating for accident reconstruction work; Diesel engines, all machine shop practices, crankshaft grinding, engine rebuilding and testing; has been used to handling 1,000 jobs per month.—Box 2314. [7847]

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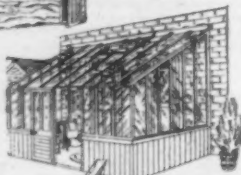
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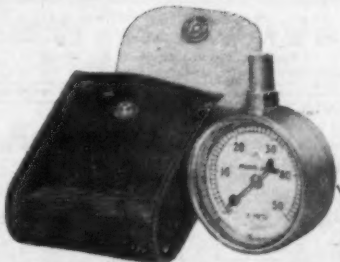
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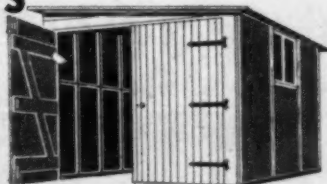
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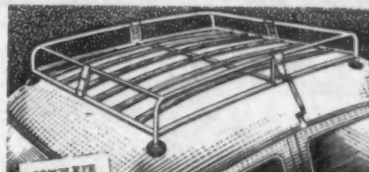
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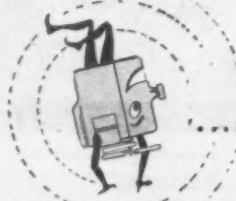


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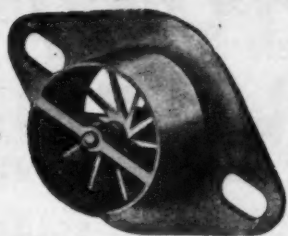
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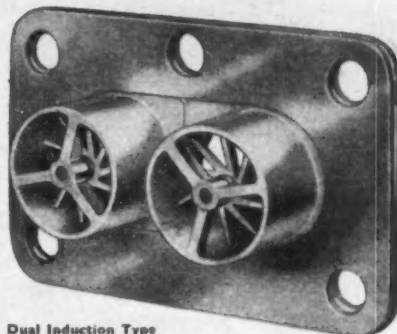
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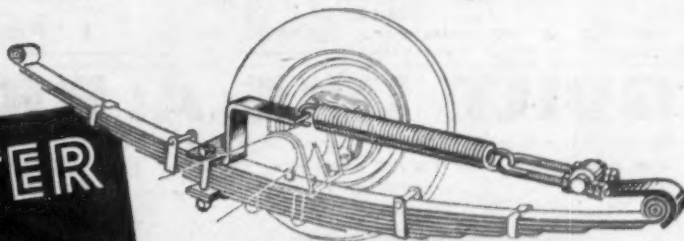


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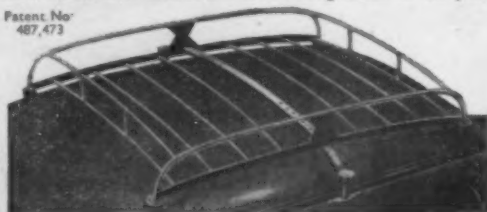
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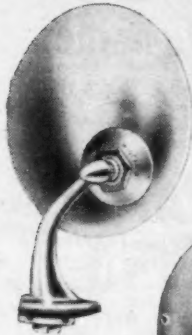


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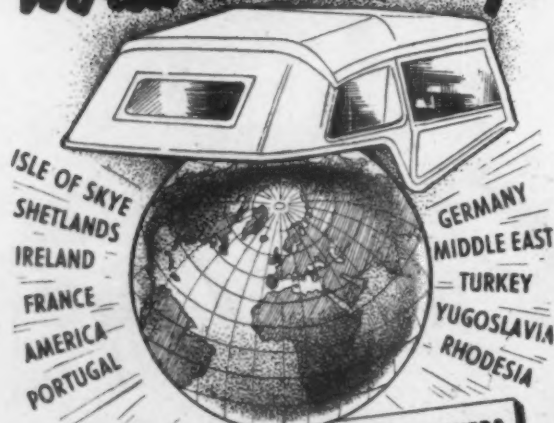
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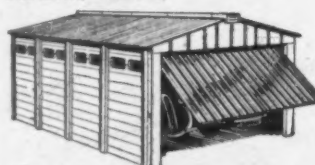
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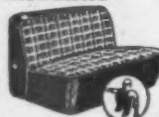
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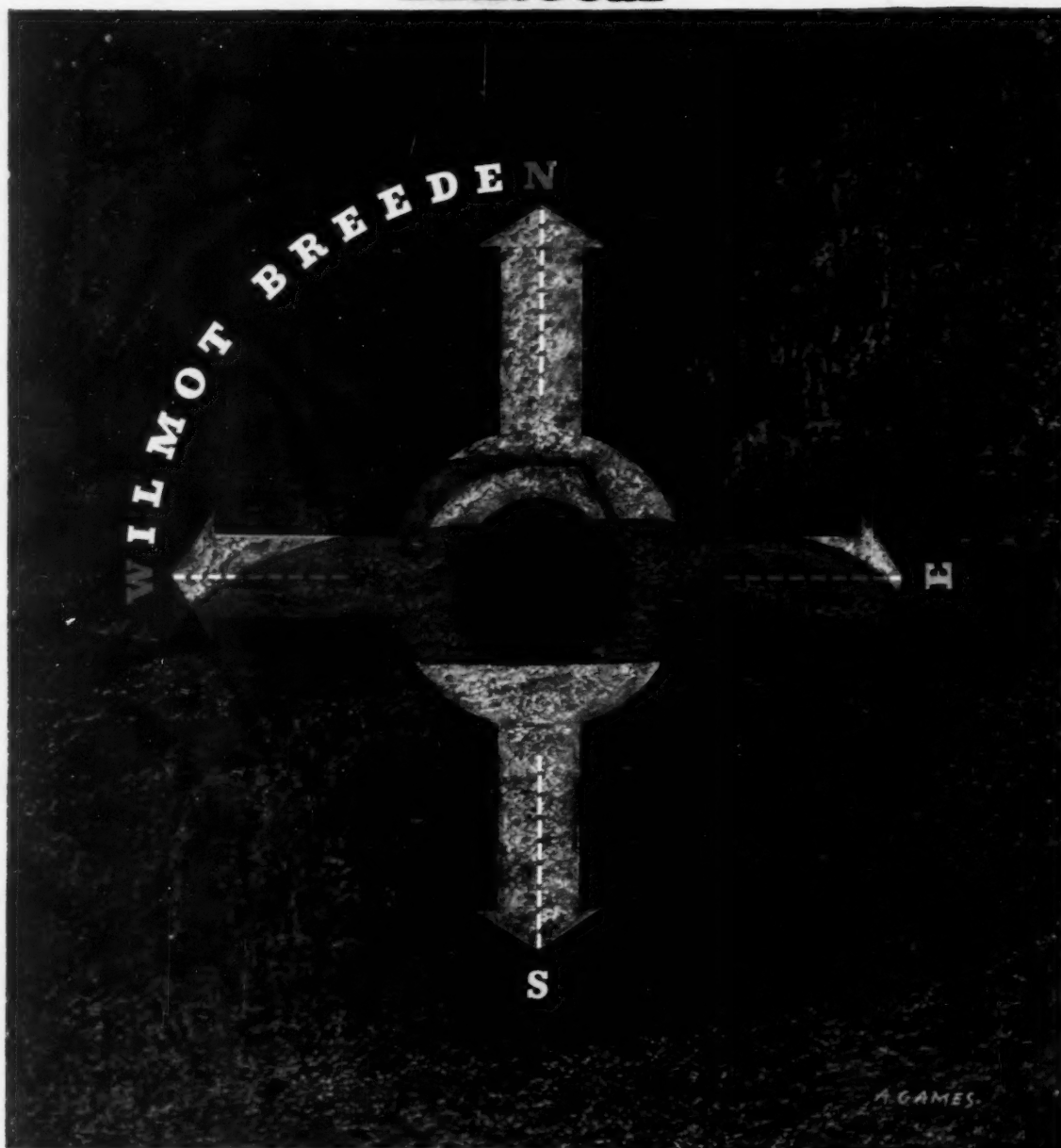
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